FLYING TIPPLER PAPERS FROM THE COLLECTION OF S. ROBERT POWELL, CARBONDALE (LACKAWANNA COUNTY), PA

Prepared for microfilming by

S. Robert Powell

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INTRODUCTION

In the course of the past two decades, I have accumulated a large quantity of papers and information that relate to Flying Tipplers, in general, and to the Flying Tippler Association of America (FTA), in particular. For six of those years, it was my pleasure to serve the FTA as an official: 1989, Publicity Director and Central Timer; 1990, Acting Secretary; and 1991-1994, Secretary.

In recent months, I have arranged my Flying Tippler papers in more or less chronological order and have had them microfilmed for my exclusive and private use. I have done so not only to make them easier to use but also to preserve them and the important history that they contain.

There is a great deal of information in these papers (1,947 pages on 33 microfiche cards) about the Flying Tippler sport, including the complete texts of the four American "Tippler Specials" and complete sets of the **BULLETINS** of the Flying Tippler Association of America for 20 years. This may well be one of the largest and most complete collections of papers in existence on Flying Tipplers in the United States.

Over the years, four people have lent, made available, or given me a wide range of Flying Tippler materials which represent important components of the history of the Flying Tippler sport.

Those materials are presented herein. The four people in question, whose specific contributions are acknowledged in the appropriate sections of the pages that follow, are: **Stanley Ogozalek,** 23 Orchard Street, Keyport, NJ 07735; **Tom Murphy,** 11324 Country Club Road, Waynesboro, PA 17268; **R. Omer Ogren,** Route 1, Box 155, Dike, TX 75437; and **Frank E. O'Neil,** 1826 South Talbot Road, Oldcastle, Ontario, Canada N0R-IL0. My sincere thanks to each of them for their enlightened generosity and thoughtfulness.

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I

Miscellaneous Flying Tippler Association of America Papers from the Collection of S. Robert Powell

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Introduction

The papers presented in this section all relate directly to the Flying Tippler Association of America, the oldest and best Flying Tippler club in America.

* * * * * * * * * *

Constitution and Flying Rules of the Flying Tippler Association of America, 1982 revision

Show Standard of Excellence for the Flying Tippler (accepted by Flying Tippler Association in 1982)

Sample Flying Tippler Association membership cards

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Promotional piece for Flying Tippler Association membership form, 1994 (designed by S. Robert Powell)

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The

Flying Tippler Association

of

America

Founded 1938

RULES REVISED 1982

OFFICIAL CONSTITUTION
OF THE
FLYING TIPPLER ASSOCIATION OF AMERICA

ARTICLE I
Name

Section 1. This association shall be known as the "Flying Tippler Association of America." Wherever used in these documents the acronym "FTA" or the single word "Association" when capitalized shall stand for the full name of the organization.

Section 2. The subordinate units of this association shall be known as "Local Clubs."

ARTICLE II
Purposes

Section 1. The primary purposes of this Association shall be as follows: to provide a centralized organization for the flying tippler fancier and Local Clubs; to promote and regulate the sport in national competition; to encourage by promotion of competitions, exhibitions, and by the general management and control of the fancy shall thereby further the interest of all fanciers in the flying tippler pigeon.

ARTICLE III
Membership

Section 1. Any person regardless of race, color, sex, creed or national origin, shall be eligible for active membership in this association.

Section 2. Any misconduct on the part of a member, or charge of dishonorable dealing, shall be investigated and if found guilty, he or she will be expelled from the association.

Section 3. (a) Any person less than eighteen years of age will be designated as a junior member with no rights to vote.

(b) A junior member at any age may compete in official competition if the member can secure a qualified Timer as defined in Article V, Sec. 1

(c) A junior member who has reached the age of 13, may act as a Timer for another junior member or a senior member in Official Flying Competitions, if the member can fulfill the requirements for Timer, Article V, Sec. 1.

Section 4. All senior members shall have the right to vote and hold office, provided the requirements of Section 1 of Article VI are satisfied with respect to eligibility for election or appointment to national office.

Section 5. Local Club Membership - The Association will accept a local club membership after receiving a petition signed by three FTA members of that local club. Upon acceptance, the local club shall be subject to the Constitution, Rules and Policies as set down by the Association as long as the local club remains active. Activity requires at least an annual meeting of the local club, and that at least three Association members be among the local club membership. Should the local club not have a representative on the Association Executive Board by way of the Association's bi-annual election, said local club may select one of their Association members to be designated as the local club representative to the FTA.

Section 6. The Association shall award no more than one designation or appointment as Life Member in any two calendar years. This award will be made at the time of our bi-annual election. To be eligible the nominated member must have been a member in good standing for a minimum of ten (10) consecutive years.

ARTICLE IV
Dues

Section 1. Annual dues for senior and junior members to be set by the executive board and reviewed as needed for the financial stability of the Association.

Section 2. The membership will be effective for one year from the date dues are received by the Secretary-Treasurer. The Secretary-Treasurer will notify each member in advance for renewal before the expiration date.

ARTICLE V
Flying Systems

Section 1. Official System. A FTA member may fly under the Official System by securing a Timer or Judge. It will no longer be necessary for a flyer to have a Local Club in the area. It is only necessary that the Timer or Judge be known as a Tippler Fancier, and a member of the FTA in good standing but not related to the flyer by blood or marriage or his or her loft partner. "Non-FTA members are permitted to be Timers in Associaion Official System contests if reviewed and accepted by an Affiliated Local Club as a Timer and notification of such acceptance is forwarded to the Association Secretary-Treasurer, President and Central Timer prior to the fly."

Section 2. Honor System. Any member who cannot secure the services of a qualified "Timer", may compete under the Honor System. Times flown in the Honor system shall be kept separate from the Official system. Also any record flown under this system may not be honored as club, National or World record, with the exception of the FTA Honor system record.

ARTICLE VI
Officers

Section 1. Any member of this Association is eligible for election or appointment to National Office if said member has been a member in good standing of this Association during the one (1) calendar year immediately preceding the calendar year in which said member is elected or appointed to national office.

Section 2. Duly elected officer shall assume their duties on the first day of January and the term of Offices shall be for two (2) years.

Section 3. The elected officers of this Association shall be:

(a) A National President

(b) A Secretary-Treasurer

(c) two (2) Vice-Presidents; an Eastern and Western Vice-President without designation of rank.

(d) Board of Directors-Five FTA members elected at large.
(e) Local Club Representative-An FTA member elected by Local Club.
(f) Publicity Director.

Section 4. Duties of Office

(a) National President - It shall be the duty of the National President to preside at all Association meetings and to govern the Association and exercise the usual functions of the presiding officer; he shall cast the deciding vote in all cases of a tie in Executive Board decisions.

(b) Secretary-Treasurer - It shall be the duty of the Secretary-Treasurer to furnish a receipt to the national president for such funds as are turned over to him by outgoing officers, and execute an inventory for such property as he may receive from his predecessor upon entering office. He shall keep copy of the minutes of all Association meetings and conduct all correspondence of the Association. He shall be custodian of all funds and properties belonging to the Association, pay all bills and expenses of same when authorized to do so. He shall order all bands and issue seamless bands on January 10 of every year, also throughout the year (unless soldout) until November of said year as ordered. There will be a charge set by the Executive Board for FTA seamless bands which shall be sold in multiples of twenty-five (25) only. HE SHALL SELL BANDS TO FTA MEMBERS ONLY. He shall keep an accurate record of all bands sold and to whom the bands are sold to. He shall at the end of each year (December 31) prepare a financial statement showing income, expenditures, book balance, amount of deposit in bank, and any cash assets. He shall be prepared to present all receipts and documents relating to such financial statement. He should also take inventory of all FTA belongings. The complete financial and inventory report is to be published in the February Bulletin. He shall also submit a report to the Executive Board semi-annually. Secretary to receive salary of 20% yearly book balance plus dues and bands paid.

(c) Eastern Vice-President - In the absence of the national president or in the event of his inability to act, the Eastern Vice President will act as the presiding officer at any club meeting or for club functions East of the Mississippi River.
Western Vice-President - In the absence of the national president or in the event of his inability to act, the Western Vice President will act as the presiding officer at any club meeting or for club functions West of the Mississippi River.

(d) Board of Directors - There shall be a Board of Directors made up of five (5) elected members of the Association who shall assist in all decisions made by the Executive Board in regard to club business and functions.

(e) Publicity Director - It shall be the duties of the Publicity Director to publish as many articles of interest in the various Pigeon Publications that would help to make the Association better known to its members and also potential future members. Should the Publicity Director not be elected to one of the other offices on the Executive Board, he shall be sent a copy of all Executive Board communications to be kept abreast of Association activities.

(f) Central Timer - It shall be an appointed position; this appointment is done by the Executive Board. Said person may be a non-flyer, but a member of the Association in good standing and of honest repute. All correspondence concerning participation in flying competitions shall be the Central Timer's duty. The C.T. shall keep a record of all entry fees received and forward such to the Secretary-Treasurer. C.T. will receive Timer's Report Forms from fly participants and, in a timely manner, compile fly results and report such results to the participating flyers after the competition of each fly, send all fees received along with reports and complete flying report to the Sec.-Treas., and furnish a flying report to the Publicity Director.

Section 5. Executive Board - The Executive Board shall be made up of the following officers: the President, Eastern Vice-President, Western Vice-President, Secretary-Treasurer, Board of Directors, Local Club Representatives. The duty of the Executive Board shall be to decide upon all Association policies until the next Bi-Annual Election.

2.

ARTICLE VII
Flying Competition

Flying Competition - The Association shall set dates for ten (10) competitions consisting of both a Saturday and Sunday. These ten (10) flying dates shall be broken down into three (3) flying series.
Weekday flying - Allowing those who could not participate in the weekend FTA competitions to petition the Board to be allowed to choose weekdays during the week prior to the fly weekend.
Flying Competition - Spring Series - OLD BIRD KITS ONLY.
Summer Series - YOUNG BIRD KITS ONLY (with the exception of the Long Day Competition which will allow either old, young, or mixed kits in competition.)
Fall Series - which will allow the flying of old, young or mixed kits in competition.
Followed by a Stock Fly made up of eight to twelve any age birds.
Entry Fees - There shall be a fee for each flying competition, set by the Executive Board.
Awards - There shall be a tropny awarded to the winner of each Flying Competition who fly according to the Flying Rules of the Association, provided such fly has reached six (6) hours or more. Instead of a trophy the Association may opt to award money (monies) in the equivalent of $1.00 per hour for the winning time.
Aggregate time - The FTA Aggregate times have included a sumation of all flys during the year including the Stock Fly.

ARTICLE VIII.

The FTA shall be affiliated with the National Pigeon Association and the American Pigeon Fanciers Council.

ARTICLE IX.

The Association shall hold one official meeting open to all members in conjunction with the NPA Grand National Pigeon Show. The National Show shall always be held in conjunction with the Grand National Pigeon Show. When said show is held in an area in which an Association member is willing to coordinate the FTA meet and meeting.

ARTICLE X.

Amendments - New addition to Constitution. Section 1. All amendments to either the Constitution or Fly Rules must be accepted by a majority vote of the Association membership during the time of the bi-annual election or a special election if deemed warranted by the Executive Board.
Section 2. Procedure

(a) Proposed amendment must be submitted in writing to the Association President and Secretary-Treasurer.

(b) During Officers' Communictions, the Executive Board will discuss the merit of the proposed amendment and no sooner than two communciations later, they will ballot as to whether the proposal merits general membership consideration.

(c) By majority vote, if the Executive Board decides the proposal warrants membership consideration, the proposed amendment will be carried with a brief discussion of its ratifications in the FTA bulletin.

(d) Membership will be allowed until the next bulletin to forward their comments to the president and secretary-Treasurer for publication in the bulletin.

(3) The proposed amendment will be listed on the next general membership ballot, issued no sooner than the bulletin after proposal introduction, and the decision rendered by a majority vote of ballots returned.

FLYING TIPPLER ASSOCIATION OF AMERICA
FLYING RULES

1. Each flyer to fly minimum of three (3) to a maximum of seven (7) Tipplers in "FTA" competition excluding the Stock Fly where a minimum of eight (8) birds are required.
2. The Kit longest on wing to win, providing that there are no objections made against them (kit and/or flyer) and that they fly to the following rules.
3. The F.T.A. will not designate an official starting time; but will leave this up to the option of the Local Club or flyer. However, the Timer must be on hand to check the band numbers of each kit bird and to observe the release.
4. All competing birds must be banded with a reputable size 'A' seamless

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band showing the year, number and organization thereon i.e. FTA, NPA, APC, UPF, or Local Club.

5. In Young Bird Series, only youngsters banded with FTA bands are eligible.
6. In Young or Old Bird Series, a flyer found flying birds with stretched or tampered bands shall be disqualified.
7. a. A record may be established either in a scheduled fly or in a prearranged manner. The flyer is required to have one qualified Timer. If a record is accomplished, it must pass a two thirds majority vote of the Executive Board before being accepted as a club record.
   b. In a prearranged fly, the flyer must inform the Central Timer and Secretary of the flyers intentions a minimum of five (5) days prior to the fly date, and submit the name of the Timer and the date of fly.
   c. If a record is broken, a detailed flying report must be turned into the Local Club, and copies mailed to the F.T.A. Central Timer and the Secretary within 24 hour period following the fly.
8. Kit to be liberated no earlier than one half hour prior to sunrise as stated in the local newspaper in that area, and released no later than ten A.M. on the morning of the fly, and settled within the Flyer's boundary, trapped and checked in by the Timer. By checking in, Timer must compare the band numbers of each kit bird with those numbers taken at the time of release.
9. Kit still on the wing at 12:00 midnight will be considered still on the same fly day until dropped and trapped, or disqualified for infractions of the flying rules.
10. Time is to be taken when, bird drops from kit without inducement droppers put out or dropping lights put on. Elapsed flying time determined by the difference between earliest of these times and the time of liberation.
11. Timer must judge from a location where he can see flyer's flying loft and yard, but is free to move elsewhere to confirm infractions should suspicion arise.
12. When first bird drops without inducement, droppers put out or dropping lights turned on, flyer has one (1) hour to settle and trap the entire kit or be disqualified.
13. a. DROPPER RULE - Any breed other than Tippler may be used as a dropper working outside of a wire confinement or exposed directly to the flying kit. Tippler may be used in a wire confinement but not exposed directly to the flying kit at anytime during dropping and trapping period or anytime thereafter until band numbers are checked.
   b. RETURNING BIRD - Should any bird(s) return to flyer's loft during the flying period, time shall be noted, a description given band number taken, and matter decided by the Executive Board.
14. Kit must be released within the flyer's boundary.
15. Flyer's boundary is 100 feet radius from center of flying loft.
16. Any bird settling within flyer's boundary at starting time, five (5) minutes from starting time shall be allowed flyer to get it on the wing again, should he fail to do so in the time limit, he shall be disqualified.
17. Birds dropping outside of flyer's boundary, time is to be taken and flyer is to be disqualified.
18. Any flyer's birds raking away from the sight of the Timer during the first 2½ hours of the fly, they shall be allowed the remainder of the first 2½ hour or one hour, whichever longer for birds to reappear on sight. Thereafter kit must be seen at least once an hour until the conclusion of the fly.
19. Should the timer see just cause for disqualification, the Timer must acquaint the flyer of the reason, before leaving.
20. Any Timer refusing to sign Flying Report, flyer may submit it to the Central Timer with a complete report by both the flyer and the Timer and the fly will be taken under consideration by the Executive Board if the Central Timer feels it merits their consideration.
21. The Timer is to have access to any location he is appointed to judge.
22. Any Flyer insulting or hindering the Timer in the execution of his duties shall be disqualified. And a report of the incident filed with the executive board by the Timer involved.
23. Anyone who is a FTA member, known as a Tippler fancier, not related to the flyer by blood or marriage, and not the flyer's partner, may act a Timer if familier with the Flying Rules and not barred from flying or being a Timer by the FTA or Local Club. Any pigeon fancier preferably a Tippler Fancier who is approved by the Local FTA affiliated club may serve as a Timer for any of his members. He does not have to be a member of the FTA. His Local Club acceptance must be sent the FTA President, Sec./Treas. and Central Timer.
24. A timer may be relieved at any time during the day, but, he must not leave until the relief Timer has arrived and been briefed and the band numbers of the kit given to that person. Both Timers must sign the Flying Report and state time that the relief Timer took over.
25. If the kit is on a split during the daylight flying, flyer has thirty minutes to decide whether he will drop his kit or take a chance on them getting together. If he drops them within the hour limit, he gets credit for the time flown up till the time dropper is released. If the kit does not drop, flyer is disqualified. Should the flyer opt not to drop the kit and they do not rejoin within the hour from the time first seen split, the kit is to be disqualified.
26. Should flyer decide to drop the kit, should inform Timer of intentions to do so, and method of the drop. If eligible to drop kit, time is to be taken when method of drop is acted upon.
27. No gadgets or whistles are to be attached to birds in competition.
28. No one is allowed near the flying loft while the kit is flying, except with the permission of the Timer.
29. No flyer is to alter the appearance of the loft in any way within the seven (7) day period to the competition date.
30. Any nuisance belonging to the premises must not be allowed in the area during the competition.
31. The flying report must contain the following information: Date, name and address of flyer, age and sex of kit birds, starting and finishing time, number of birds in kit, band numbers of kit birds, time flown. Summary of weather conditions and general remarks. Report must be complete and accurate, containing all the stated information.
32. A copy of the flying report should be submitted to the Local Club, and the Timer's report to the FTA Central Timer. Submit in person or by mail within 24 hours following the fly.
33. Any circumstances arising that are not governed by the foregoing rules, the Executive Board shall have full power to act thereon, and their decisions in all matters will be final.
34. Band numbers of kit birds to be noted on flying report by the Timer before releasing the kit.
35. Upon being dropped and trapped, band numbers to be compared with aforementioned list. If not identical, flyer disqualified.
36. DRIVING BIRDS - Any person frightening birds or causing them to be frightened or chased, either directly or indirectly, the Timer shall satisfy himself that the flyer did not personally frighten his kit, or induce outsiders to do so. Otherwise, time shall be noted on flying report, and a complete report of the incident shall be submitted to the Central Timer. The Timer however, continue to time until the kit drops. Both Times to be shown on flying report. Executive Board to rule on the matter and decide whether the kit is to be disqualified at the time of the incident or fly credited to the time of normal termination.

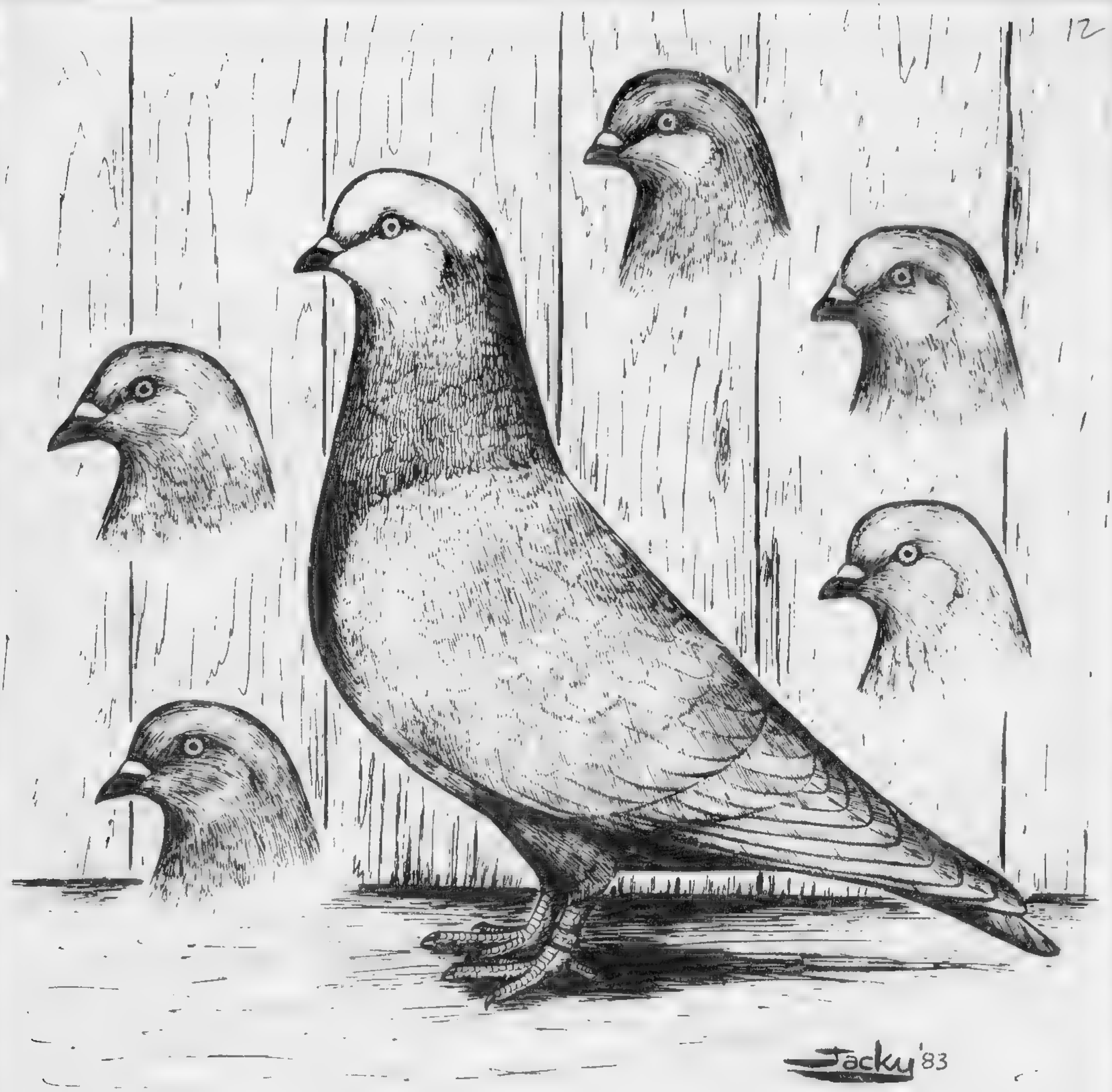
THE USE OF ARTIFICIAL LIGHTING

37. Lights may be used prior to release, handling of kit, verification of band numbers, etc. but all artificial lighting in loft must be extinguished before the kit is released.
38. The use of artificial lighting when dropping the kit after dark will be permitted under the following rules:
   a. Any competitors kit flying until dark (dark will be considered that period of time falling ten (10) minutes after Official local weather bureau designated time for sunset) may continue to fly in competition as long as they can be seen once each hour as a kit.
   b. If birds are seen split (odd ones) and are unrecognizable as a kit, time is to be taken and one (1) hour will be allowed to settle and trap them. Flyer may catch any bird actually roosting within the boundary as stipulated in rule #15.
   c. If the kit is seen to be split up after dark, time is taken and one (1) hour is the allowed to drop and trap entire kit.
   d. If a kit of birds go out of sight in dark and are seen to be split when they return, time is taken. The flyer has one (1) hour to get entire kit into loft, from when they are first seen to be on split.
   e. Birds are termed as still being a kit if they can all be seen in the dark at the same time, regardless of how far apart they are flying. No artificial lighting may be used for this task. Kit must be seen once each hour during dark flying.
   f. When flyer wishes to drop kit, he must inform the Timer that he is going to turn on dropping lights and the timer will take time.
   g. The flyer will have one (1) hour from the time lights are turned on to drop and trap kit. Flyer may catch any bird actually roosting within the boundary. If not done in time limit, flyer will be disqualified.
   h. If the whole kit is seen together after the lights have been put on, time is to be taken when lights were first shown, even though birds have not been seen for sometime within the hour allowed.

Errata Sheet 1982 Revision

FTA Constitution and Fly Rules

Art.V, Sec.1, lines five and nine, delete the quotation marks.
Art. VII, Weekday flying, change wording to...."Those members who wish to fly in competition but are unable to fly on weekends may petition the Board to be granted an exception which would allow them to fly on either of two consecutive weekdays during the week prior to the weekend of the scheduled competition and be considered part of that competition. The member must apply for this exception in writing to the Secretary/Treasurer at least six weeks prior to the fly in which he wishes to compete showing cause why such an exception should be granted. The Secretary will forward this request then to the Board which will evaluate the case by a majority vote."
Art. VII, Flying Competition, change last sentence to...."Followed by a Stock Fly made up of eight or more any aged birds."
Art. VII, Awards, add paragraph...."Diplomas - Flying Diplomas will be awarded to all competitors who fly according to the Flying Rules of the Association, provided such fly has reached eight (8) hours or more."
Art. X, first line, Delete..."New addition to Constitution."
Art. X, Sec.2, para(e) change "ratifications" to "ramifications"
Art. X, Sec.2, last para, change heading from (3) to (e)
Fly rule 13.a., third line, change "Tippler" to "Tipplers"
Fly Rule 38.f., second line, change "timer" to "Timer"



FLYING TIPPLER

Including head profiles of a variety of strains

SHOW STANDARD OF EXCELLENCE
FOR THE FLYING TIPPLER

UTILITY FEATURES

CONDITION (25 pts) Hard, firmly muscled. Light in weight for size. Clean and alert.

WINGS (12 pts) Stress the importance of secondaries. Broad flexible, overlapping feathers should be present, no gaps in the wings. Flights should be carried atop the tail, and give every sign of strength. Top line smooth and without "sail" or "sideboards".

TAIL (6 pts) Noteably narrow, but capable of great expansion. Strong but resilient feathers. In entirety, small and light in weight.

KEEL (6 pts) Shallow and long, for a Tippler not a Homer. Coming quite close to the "fork" (vent end).

FORK (6 pts) Firm and close (to each other and to the keel).

BACK (6 pts) Broad at the shoulders, it tapers to a trim, strong rump to achieve the breed's powerful wedge shape.

CHEST (6 pts) Broad and capacious, to accommodate the heart and lungs of a sporting pigeon. It should be big from side to side rather than projecting forward.

CUTTING - If any of the foregoing utility features are "cut" to as low as 2/3 of the maximum number of points that are allowed to them (for example, 16 out of the 25 points for condition) then disqualification is automatic.

Total points for Utility Features (67). Total points for Beauty Features (33).

BEAUTY FEATURES

HEAD (3 pts) Small with refined shape and appointments. Gracefully rising from the beak, but with no frontal bulge. Flatness on top permitted.

NECK (3 pts) Medium short, sharply tapered. Broad at shoulders, narrow at head. Tight and clean in front, no gullet.

EYE (3 pts) The "white" ("pearl", "gravel", etc.) type rather than the "color" (yellow, orange, red, etc.) series is desired.

CERE (3 pts) Fine and dark on intense colored birds, lighter on dilute birds.

BEAK (3 pts) Stout and medium small. Very dark on intense colored birds, horn colored on dilute birds.

WATTLE (3 pts) Small, smooth and white.

LEGS (3 pts) Short, red, free of feathers. Fairly wide-set with a rear placement.

FEET (3 pts) Small but strong. Red with dark nails on intense colored birds, horn colored on dilutes, white permitted on pied birds.

COLOR AND PATTERN (3 pts) In this sporting breed less importance is attached to this category than to any other. With no preference given to any color or pattern, credit should be accorded to the success evident in approaching pattern definition and achieving richness of color. Tipplers are permitted to any color, pattern or marking.

STATION (3 pts) Pronouncedly vertical rather than horizonal. Head up and back. More is to be expected of cocks in this matter.

EXPRESSION (3 pts) Smartness, eagerness, but not wildness should be dominant with no suggestion of dullness or lack of interest.

CUTTING - Beauty features, having no great effect upon the working ability of the pigeon, may be cut severely without disqualification.

Accepted by Flying Tippler Association of America, 1982

THIS IS TO CERTIFY THAT

Robert Powell

IS A MEMBER IN GOOD STANDING

OF THE

FLYING TIPPLER ASSOCIATION OF AMERICA

EXPIRES 1-93 SIGNED Walter E. Wecker

SECRETARY-TREASURER

THIS IS TO CERTIFY THAT

S Robert Powell

IS A MEMBER IN GOOD STANDING

OF THE

FLYING TIPPLER ASSOCIATION OF AMERICA

EXPIRES 1-95 SIGNED Walter E Wecker

SECRETARY-TREASURER

15

1992
G

FLYING TIPPLER ASSOCIATION OF AMERICA

Timer's Report Form

DATE _____

OFFICIAL SYSTEM _____ HONOR SYSTEM _____

OLD BIRDS _____ YOUNG BIRDS _____ MIXED KIT _____ STOCK FLY _____

NAME & ADDRESS OF FLYER _____

_____

_____

PHONE NUMBER, INCLUDE AREA CODE _____

NUMBER OF BIRDS IN KIT _____

BAND NUMBERS _____
Organization,year,number

SEX _____

STARTING TIME _____

DROPPING SIGNAL _____
Method and time of deployment

BIRDS DOWN _____
Times - 1st,2nd, 3rd,etc.

LAST BIRD IN TRAP _____
Time

BANDS CHECKED IDENTICAL YES _____ NO _____

TIME FLOWN (Difference between Dropping Signal Time and Starting Time or between First Bird Down Time and Start Time if no Droppers or Signal used)

_____ HOURS _____ MINUTES

DISQUALIFIED, REASON _____

_____

WEATHER _____
Cloud cover,Temperature range,Barometer, Wind speed & direction,Humidity

TIMER'S SIGNATURE _____

OTHER WITNESSES _____ _____

COMMENTS _____

_____

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FAILURE TO COMPLETE THE TIMER'S REPORT FORM ACCURATELY AND LEGIBLY COULD RESULT IN DISQUALIFICATION. Completed Timer's Report Forms are to be mailed to: Jerry O'Rourke (201 Codman Road, Norwood, MA 02062) immediately after each fly. It must be postmarked the Monday after the fly, or Tuesday, if Monday is a holiday.

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This Is To Certify That The Loft Of_____, _____, In A Contest Of The FLYING TIPPLER ASSOCIATION OF AMERICA On _____, Placed _____ With A Time Of_____, Flying A Kit Composed of (Band No.'s) FTA _____ _____

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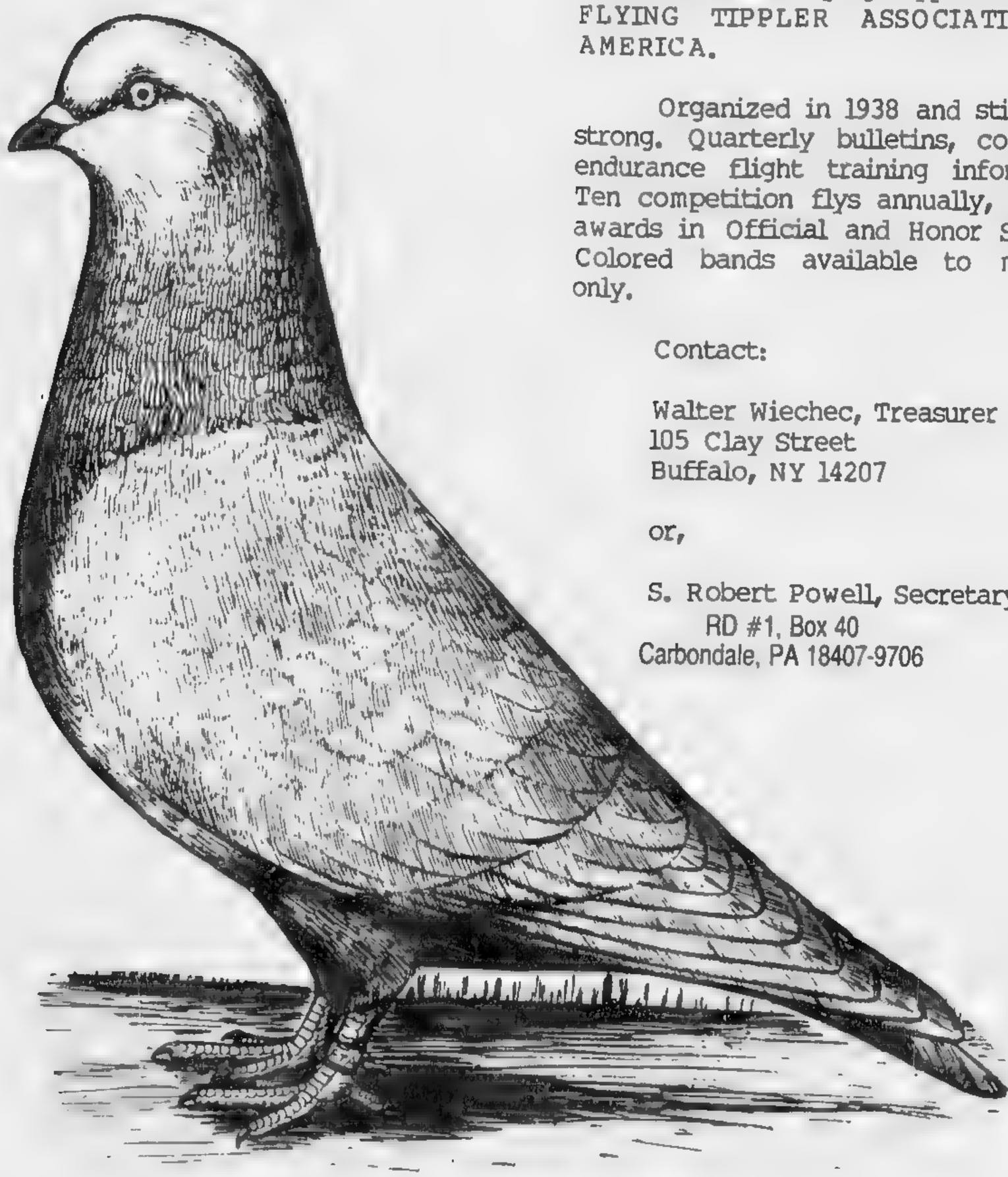

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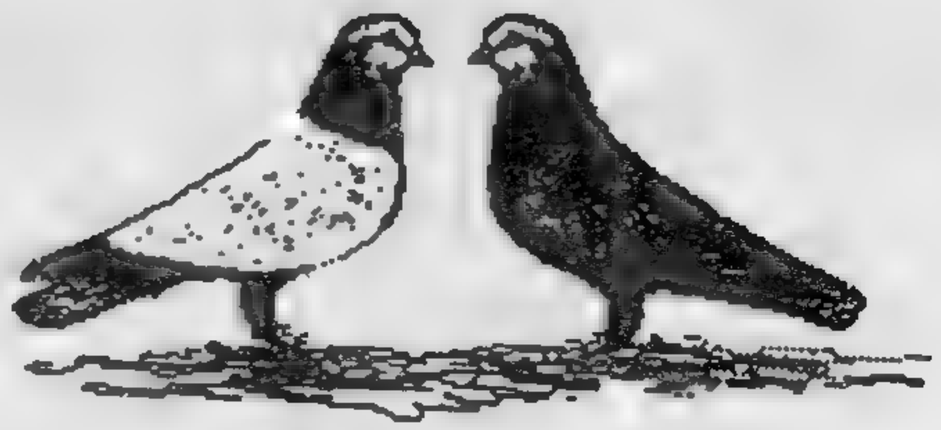

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YOU OWE IT TO THEM—

AND TO YOURSELF.

THE FESTIVAL OF ST. SWITHIN (The Dovecot) P.C. 1663

Ashmolean Museum, Oxford

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II

THE TIPPLER PIGEON FOR FLYING AND EXHIBITION by A. F. Hepworth, B. H. Wedgwood, Thos. Beech, A. Stephenson, 1909 (?)

TABLE OF CONTENTS

Introduction

Presented in this section is **THE TIPPLER PIGEON FOR FLYING AND EXHIBITION** by A. F. Hepworth, B. H. Wedgwood, Thos. Beech, A. Stephenson. Illustrated. ("The Feathered World," 9 Arundel Street, Strand, London, W. C., 1909). Special thanks to Stanley Ogozalek (Keyport, NJ) for lending me his photocopy of this book in April 1990. The copy reproduced here is a photocopy of Stanley Ogozalek's photocopy.

returned to Stanley - 4/30/90 @ PO; 90¢ book rate

BOB,

[O'Field] HERE ARE 2 BOOKS, THE SMALLER ONE IS VERY OLD WHILE THE 2nd IS A COPY. [HEPWORTH et alia]

PLEASE - TAKE CARE WITH THEM AND RETURN THEM AT YOUR EARLI--EST CONVENIENCE. I HOPE THAT THEY ARE OF SOME USE TO YOU WITH THE BULLETINS.

I SHALL TRY TO COME UP WITH SOME OTHER TIPPLER INFORMATION FOR YOU. PLEASE BE PATIENT, OK?

MY KIT OF 3 HUGHES COCKS ARE GOING OK FOR ME AND I HOPE TO FLY THEM IN THE NEXT CONTEST UNDER THE HONOR SYSTEM.

BEST,

STAN

Received from SOM 4/28/90 & returned on 4/30/90

THE

TIPPLER PIGEON

FOR

Flying and Exhibition

THE

TIPPLER PIGEON

FOR

Flying and Exhibition

BY

A. F. HEPWORTH
B. H. WEDGWOOD
THOS. BEECH
A. STEPHENSON

ILLUSTRATED

"THE FEATHERED WORLD"
9, ARUNDEL STREET, STRAND, LONDON, W.C.

(Photographed by J. H. Leese & Co., Longport.)

MR. WM. MASKERY JEBB'S LIGHT MOTTLED TIPPLER COCK.

Winnings—First, Hanley Light Mottled Cocks; First, Uxbridge; First and Special, Wolverton; First, Cannock; Second, Nottingham; and many others

Publisher's Note.

Sixteen years have passed since Dr. Archibald F. Hepworth brought out his capital little book, *The Tippler Pigeon Up to Date*, and since then vast strides have been made in the hobby of both Flying and Exhibition Tipplers. Dr. Hepworth having disposed of his interest in his work to myself, and, unfortunately through absence abroad, not being available for the revision of his book, I entrusted Mr. Wedgwood with the preparation of a special section dealing with Show Tipplers of to-day and a general revision of the remainder of Dr. Hepworth's pages.

This latter task has been a light one, for in the main the original text holds as good to-day as it did when first published, and as little alteration as possible has therefore been made in Dr. Hepworth's chapters. The important point in the present book is the large amount of new matter from the pens of experienced Tippler flyers now supplementing these original chapters, and making it the most complete and practical treatise on the Tippler Pigeon yet published.

The illustrations to the work, many of them specially drawn for it by Mr. Simpson, together with the diagrams and photographs of houses, give the book a special value to both Exhibition and Flying Tippler fanciers.

On our next page I reproduce Dr. Hepworth's original preface, and it is a pleasure to me to feel that this new and much enlarged edition of his book will be of even more service to its readers than the smaller work there referred to.

E. Comyns-Lewer,

Editor of *The Feathered World*.

Preface to First Edition.

To write a small book on the "Tippler Pigeon" has been my intention for the last few years, but it was only this summer that I really took the matter in hand, and set to work to collect my scattered ideas on the subject into something like shape, and then to transfer them to paper.

I cannot admit, even to myself, that I have made enough of my subject, but I believe that what I have set before you is correct. At any rate it is the result of my own experience with this variety, on land and sea, in England and in the Antipodes, for the last eight years.

Mr. Fred Beech wanted me to intermingle humorous anecdotes with my subject, and thus to make the work more attractive and readable. I confess I should like to have acted on his advice had I been able to afford the time to do so, but I have had so many other things in hand that it was out of the question, and this must be my apology for the dryness of my production.

In conclusion, my aim has been to bring out a cheap book on this variety, in which a beginner can fully learn how to manage his loft, and an old hand find nothing to grumble at. Should this happy issue be arrived at, I shall be more than compensated for any trouble that may have attended my labours. I had fully intended to have had coloured plates, but the enormous outlay necessary prevented me, for although I do not expect to make money over this little monologue, I cannot afford to lose it.

Archibald F. Hepworth.

Shepshed, Leics.,
Jan. 1st, 1893.

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THE TIPPLER PIGEON.

CHAPTER I.

THE TIPPLER PIGEON AS A HOBBY, AND HOBBIES IN GENERAL.

BEFORE commencing to describe the Tippler Pigeon *a few words on hobbies* will not be out of place. Everyone ought to have a hobby of some kind; in fact, as Dr. Clifford Albutt once said, "a hobbyless man is only half a man." For those who are engaged all through the day, especially if their work involves much mental strain, what can be pleasanter than to come home at night and for the time being forget business and devote their spare moments to their hobby? Much more refreshment is obtainable by occupying such time in something in which you can throw your whole heart and soul than in moping about doing nothing, or what is worse still, finding yourself in some "private bar," just to pass away the time. The harder anyone works in his ordinary everyday occupation the more need has he of a hobby, the more will he enjoy it, and the more good will he derive from it.

There are some thousands of hobbies, but it is only necessary here to talk of the hobby with which we have to do—viz., "The Tippler Hobby." I maintain that the following factors must be considered in *the selection of a hobby*. In the first place, it must be within your means; in the second place, it must differ as much as possible from your daily routine work; and, lastly, it must be instructive and amusing, care being taken that it does not verge into a vice, and of course when you have found one suited to your tastes, stick to it; and I further maintain that those who love Pigeons cannot do better than take up this variety.

To anyone who selects the Tippler Pigeon as his hobby, who studies them, tries to breed show birds and fly the clock round as well, there is in them an endless source of amusement and real pleasure. It is an inexpensive hobby, for you can buy a really good pair for 30s. at the outside. This hobby is conducive to taking you systematically out of doors and making you indulge in fresh air, which you might otherwise neglect to do, for it is impossible to study them on the wing critically from the house window. As regards their housing, the smaller the place is the better for flying purposes; of course within certain limits, but more of this in its proper place. Granted that you go the right way about it, they are not very much trouble, and I have always found that they are a good stimulus for early rising, which is certainly beneficial of itself to anyone. It is not the least good attempting to keep them unless you can attend to them yourself or personally supervise them. To trust to anyone else is sure to end in disappointment, and so if your business takes you very much from home do not attempt to keep them. Charles Kingsley, I believe, wrote that a walk without an object is wearisome and monotonous. Given some definite object of interest it becomes healthy and exhilarating. So your hobby must be absorbing while you are at it; for as an old author puts it—

> "He chooses best whose labours entertain
> His vacant fancy most: the toil you hate
> Fatigues you soon, and scarce improves your limbs."

To clean out your Pigeon house daily and give fresh water to your birds is without doubt a little trouble, but cheerfulness and interest go a long way in making a toil a pleasure. There are trials and troubles in this hobby just as in most other hobbies, and the better and longer your birds fly the more apt are you to lose them, especially if a white cloud should encircle them and carry them away. I well remember a friend of mine *losing a kit of twenty-two birds one Christmas Day*. The whole lot were up in the clouds, a snowstorm came on, and only one ever returned. I remember, too, that he sat down and cried like a child, and no shame to him. *Homing Pigeons* are very well in their way, but they lack many points of interest which makes the Tippler Pigeon such a great favourite; and, again, they cost much more to keep and are much wilder, and it is certainly pleasant to have Pigeons tame. When at Congleton I came across an old fancier who had his birds so tame that they would fly up to his hand and eat off it without the slightest degree of fear.

Tumbler Pigeons resemble the Tippler in a good many respects—in fact, a number of fanciers keep a mixed loft; but I think it preferable to go into one variety alone, and do your best to improve it. There is no reason why this variety should not be much more popular than it is at the present time; it only wants someone to take it up and push it to the front, and obtain classes for it at the best shows in London and elsewhere. I have heard it said that you cannot *breed for show and flying* purposes at the same time, but from my own experience you can have birds of wonderful flying powers and fit to compete at any show. The lines of John Keats, though they do not refer to the feathered tribe, may be appropriately used—"A thing of beauty is a joy for ever. Its loveliness increases; it will never pass into nothingness;" for the Tippler Pigeon,

to those who love and study it, is a continual source of joy, and grows on them without their perhaps knowing it; and each time they enter their loft they are apt to find some fresh point of beauty which they had previously failed to detect.

CHAPTER II.

THE ORIGIN OF THE NAME AND THE BREED.

THE *origin of the name Tippler*, which is given to this variety of Pigeon, is a very vexed question. The theory that they got their names from the servant of the man who was supposed to have first introduced the breed half a century ago, and who was nicknamed Tippler, perhaps from his propensity of imbibing alcoholic beverages, is, I think, to say the least, absurd, especially as he seems to have got his birds from a couple of Pigeons of no particular breed. The other suggestion that it was due to the fact that the primaries and tail feathers were tipped with black, brown, and some other colour, and that the chuck was similarly marked, is much more probable. We have no historical records to refer to, and, in fact, nothing to work on, and as the breed is now thoroughly established I think it best to give up trying to find out what is ever likely to be shrouded in uncertainty. I don't think a real fancier would ever find any difficulty in picking out a Tippler among a mixed lot of birds. A *Tumbler* is the only bird he could possibly mistake it for, and then the bird would be a dark, almost self-coloured one.

Now as to the *origin of the breed*. Here, again, we are at a loss for accurate data. Anyone can see that they are of Tumbler descent, but beyond this it is merely a matter of supposition. When at Congleton I interviewed the late *Mr. W. Jolley*, of Mill Green, a very old fancier, who, according to his own accounts, had then kept them for fifty-six years, but he could tell me nothing at all definite. I must here mention that Congleton and Macclesfield are the towns in which this variety originated. To his way of thinking *a real Tippler* Pigeon is a tipped Pigeon—viz., one with a pure white body, the tip of the primaries and retrices alone being marked with black, brown, or some other colour, and also the chuck similarly marked. He had a few young ones as above described, but his old birds had spots on their bodies simply because they were old birds. I tried to convince him that his young birds would be similarly marked when they grow older, but he would not listen to me. Young *birds before they first moult* very often have pure white bodies, but I, at any rate, have found that after they have moulted they become much darker; of course I have known exceptions, but they are very rare. But to return once more to their origin, there is no doubt but that it is a manufactured breed. The late *Mr. Geo. Smith* believed that they came originally from an Almond cock and a Red or Black Mottle Tumbler hen. They are supposed to have been crossed with the Cumulet or Antwerp in order to improve their flying qualities and give them a larger range of flight—that is, they rake more, which keeps them longer on the wing. *The Cumulet* is a white bird with a red chuck. Its eye is the whitest of all Pigeons, and the black pupil of it is exceedingly small. *Mr. J. Stanway* avers that the Tippler is a cross between the Baldpate and Cumulet, and I consider this a very likely theory. *Mr. W. J. Marsland*, writing in 1904, says on this point, "The real origin of the name 'tippler' among the Macclesfield fanciers—where the birds were first bred—is from the markings of the birds, and the name means 'tipped' with a dark colour in flight and tail feathers. The great desire among old breeders was for a light-coloured bird to be tipped with a very dark colour in each flight and large tail feather, so that when the wings were outspread in flying the marking is very similar in effect to the appearance of a butterfly; and even if a bird possessed only one feather in the flights minus the dark tip it was considered a very objectionable fault. The aims of the old breeders were—first, to have their birds perfectly marked (hence the name); and secondly, a graceful action of the wings. The action of the wings is spoken of as 'batting,' and it is the ease and grace with which the wings are used that enables the tippler to attain its marvellous duration of flight."

CHAPTER III.

THE DESCRIPTION OF A TIPPLER.

LET me first give the *standard of points* adopted by the *Pottery Tippler Club*, established 1891.

Head.—Round skull (not too full in front), medium faced, pearl eyes, with dark ceres, and a dark beak	5
Neck.—Short, with good taper	2
Shape.—Broad chest and shoulder, strong butts, body well tapered to tail	10
Flights.—Short and broad	5
Legs and Feet.—Short legs and small feet free from feathers	3
General Appearance.—Carriage sprightly and erect, hard and close in feather, medium in size	10
Colour and Markings. *Birds for Dark Mottled Class.*—Bronze ground, with light prints and a dark breast ... ... *Birds for Light Mottled Class.*—Light ground, with dark prints (not black), mottled or printed throughout ... ... *Birds for Light Class.*—Coloured "chuck," flight, and tail, and the remainder of the body as clear as possible	15
	50

MR. FRANK MINOPRIO'S DARK MOTTLED TIPPLER COCK.

Winner of numerous Prizes and Specials, including
FIRST AND SPECIAL, LIVERPOOL; FIRST, LIVERPOOL, MANCHESTER,
N.L.A.S., AND FIRST AND MEDAL, HANLEY, 1892.

N.B.—Birds competing in young bird classes must bear a *Conference ring* for the current year.

Disqualifications.—(*a*) Feather legged; (*b*) Cutting, plucking, or dyeing; (*c*) Black and white bird.

[This original standard for the exhibition Tippler is very interesting to compare with that given in Mr. Wedgwood's chapter on the Show Tippler, pp. 48 to 54, which is of course the correct standard for Show birds to-day.—Ed.]

As regards Tipplers for *flying purposes* it matters not one jot whether the bird be white, black, or blue, as long as it can perform well. Some of the most ugly and ungainly birds turn out record beaters, so don't judge a bird by its looks. A common mistake made by outsiders is that the Tippler should tumble over once (not roll), but all the fanciers in the districts where it originated—viz., Macclesfield, Leek, Congleton, and the Potteries—say not, and they quickly discard any *birds that throw somersaults.*

During the process of breeding Tipplers some fanciers have bred very nicely marked birds, and this has caused further trials in crossing until the bird is now a distinct variety. This accidental breeding of prettily marked birds induced fanciers to try to breed for colour and markings as well as flying, and some fanciers have gradually sacrificed the working qualities for the showing properties. I only say some, for I firmly believe that pretty markings and good flying qualities may be obtained in one and the same bird if proper discretion is used. At any rate, "*birds for light class*" can easily be bred fit to show, and still good on the wing. I admit that to breed birds for the *Dark and Light Mottled classes* is not so easy, as it is exceedingly hard to breed either of these fit for show purposes without a lot of foresight in picking your parent birds for colour, and very often the cock or hen which you must have to mate the other with is a duffer on the wing. Talking of the Show Tippler, this fancy is in its infancy and opinions differ, and I am afraid it will be some considerable time before things are in good working order. I don't suppose there are twenty fanciers in England who keep this breed for showing purposes only; most fanciers fly them as well as show them.

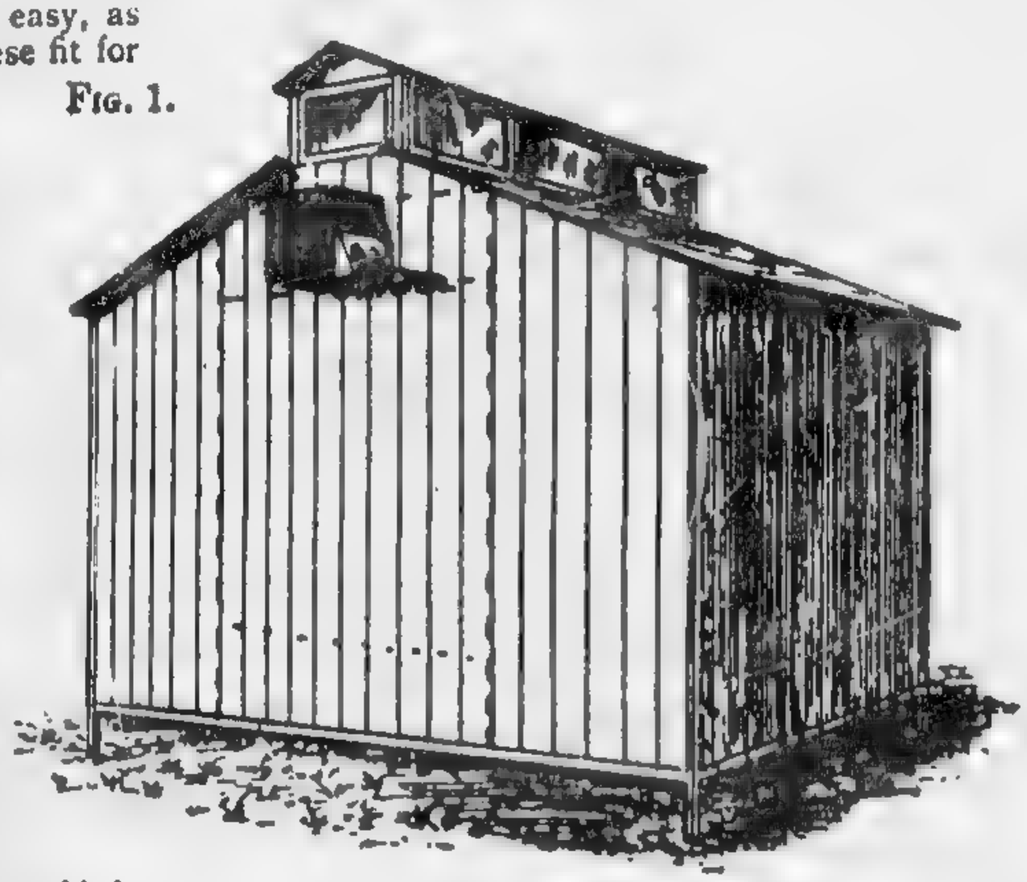
[It must be remembered that this note was written in 1891. Since then the Show Tippler fancy has largely increased.—Ed.]

The *birds with bronze ground* and light points are by far the hardest kind, and are especially popular in the Potteries, where the smoke and soot are so much in evidence. This colour naturally shows this smoke and soot less than the lighter varieties, although of course their feathers get loaded with dirt just as much as a lighter bird, and there is no hesitation needed in saying that this *dirt* clogs the feathers up and *takes hours of flying out of the birds.* For this reason fanciers who live in the country, where the air is pure, clean, and invigorating, have not this difficulty to contend with, and so ought to fly their birds longer, but on the other hand the noise and *din of the thickly populated* town excites the birds to a very great degree, and causes them to keep on the wing much longer than they would otherwise do. In the country, however, all is calm and tranquil, and I am positive that it is this quiet which encourages the birds to settle; for suppose the kit was just on the point of settling, and I was to utter a shrill whistle, up they would go again, and perhaps remain up for hours longer. Now these sudden noises are always occurring in the towns, and it is these which keep the birds up.

The *greasy or grizzled Tippler* is another colour which is very popular in the Potteries, but it is scarce in the Midlands. From my own experience I can say that they are exceptionally good on the wing.

The object of Tipplers is to keep them on the wing without settling for the longest possible time. Fourteen hours, roughly, is *the record time*, but sixteen hours and even more is occasionally done in the Potteries. It is no easy matter to get the birds to fly ten hours, let alone fourteen, and those who think of going in for this hobby must possess a large amount of patience and perseverance if they ever hope to do any good. Of course, the first thing to do is to get hold of the right sort of birds, but it does not always follow that because you purchase a kit of half a dozen birds from some old fancier, which same birds you yourself may have watched fly the clock round, that these birds will act in a like manner under you, for it is usually the contrary, and the *change of locality, owner, and diet* generally account for it.

FIG. 1.



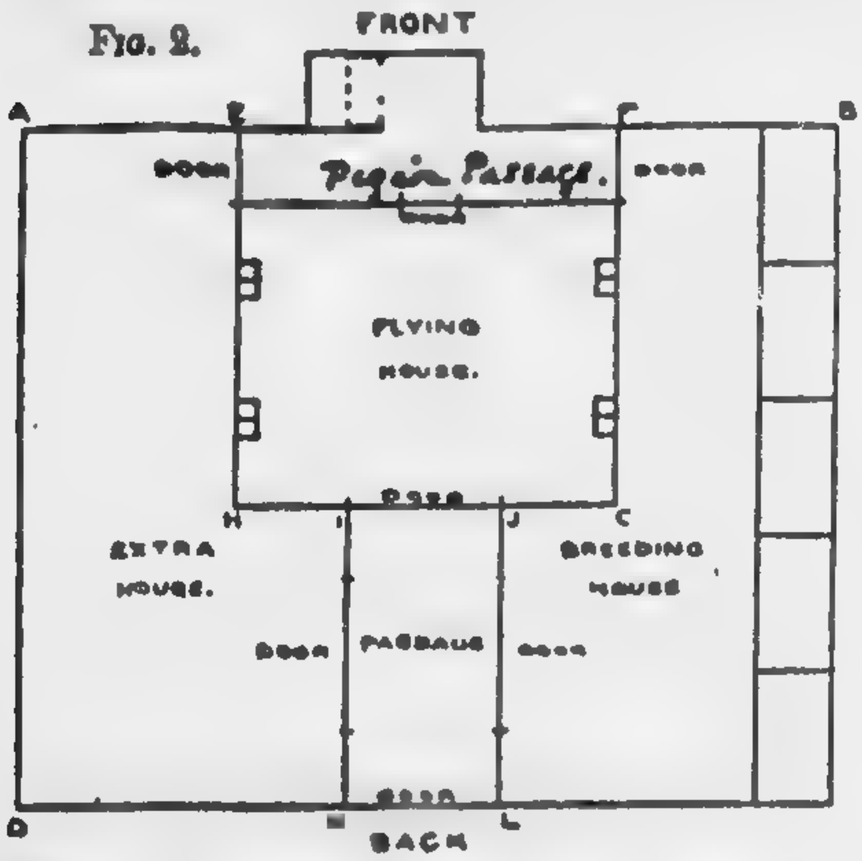
CHAPTER IV.

THE HOUSING OF TIPPLERS.

SIMPLICITY is the first thing to be aimed at in constructing *a Tippler house*, and I trust that the one I am going to describe to you fulfils this condition. I must thank the late *Mr. Geo. Smith*, of

Nottingham, a very old and well-known fancier, for the greater part of the design. Externally it is very nearly similar to his, but differs in the method of dividing up inside. Well, to commence with, the house must have three separate compartments—viz., a breeding house, a flying house, and an extra house. Fig. 2, which is a ground plan of the place, will explain matters fully. The *breeding house* is used for the cocks in the isolation period, the *extra house* for the hens, the *flying house* holds the young birds you have in training. Almost all Tippler fanciers agree that it is best to separate the old birds during the winter. Personally I consider it absolutely necessary, if you ever hope to breed strong youngsters. The accompanying woodcuts (figs. 1 and 2) will, I think, be easily understood. Thus, to commence with the ground plan (fig. 2). *The whole house is 11 feet by 9 feet,* with a door 2 feet broad at the back. This door

Fig. 2.



opens into a passage 2 feet broad and 4 feet long. The passage ends at the door of the flying house. The *flying house* is 5 feet square. On either side of the passage there is a compartment 4½ feet broad, which compartments, after they leave the passage and proceed to the front of the house, are diminished to 3 feet each, owing to the flying house jutting out 1½ feet either side.

Now to describe the inside of the Pigeon house. Taking the *breeding and extra house* first, they are of precisely the same dimensions. In length they are 9 feet; in breadth 4½ feet for the first 4 feet from behind forwards, for the remaining 5 feet to the front they are 3 feet. The height is 7 feet to where the roof commences, but gradually rises with the roof to 10 feet. The flying house is 5 feet square, and as the floor is raised 2 feet inside, it is only 5 feet high, but goes up with the slant of the roof to 8 feet. With regard to fixing up *the trap* for letting them out. The trap is 1 foot long, 1 foot 4 inches broad, and 1 foot 4 inches high. It is fixed outside the flying house 7 feet from the ground, and in the centre of the end of the house. The door of the trap faces you as you look at the trap from outside, and is seen well in fig. 1, which gives a bird's eye view of the Pigeon house. It works downwards by means of iron rods of a quarter of an inch thickness, which same are driven into either end of the door and work in holes on corresponding plates, which are screwed on to the sides of the floor. These are infinitely preferable to hinges, which get rusty and won't work very easily, as they never get out of order. This trap acts as a means of exit for all three compartments by means of a passage inside on a level with the trap—dimensions, 10 inches by 10 inches by 10 inches. This "Pigeon passage" opens one end into the breeding house, the other into the extra house, and can be closed at either end when necessary by the sliding doors.

Fig. 3.

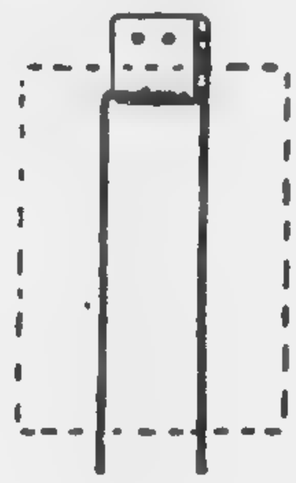


Fig. 4.

Fig. 2 shows this "Pigeon passage" with the sliding doors and its communication with the trap and flying house. To enable the birds in the flying house to get into this passage and so to the trap—a door, 9 inches by 9 inches by 9 inches, must be cut out of the centre of the passage in the flying house, and hung on hinges to work sideways, so as to be able to close it when required. It is advisable to have a wire-netted removable door with a row of *bob-wires* (fig. 4) to fit into the space when the solid wooden door is open and turned back, so that the Pigeons, on coming into the trap after a fly, have to pass through these bob-wires to get to their flying house, and having got in are unable to get out again.

With regard to the roof of the Pigeon place, a glance at the bird's eye view of the place (fig. 1) will explain the arrangement. The main roof rises 3 feet, and then there is the ventilation chamber another 1 foot 6 inches above it. The *ventilators* should be hinged at the top, and may

be fixed and opened with an ordinary casement stay. Of course the ventilators are windows, and serve to lighten the whole of the Pigeon house as well as rid it of the foul air. A small-meshed piece of wire netting must be placed on the frames in which the ventilators work, nailed on the inside, so as to prevent any birds escaping through them when open.

The flying house requires fitting up with *saddles* only. Fig. 3 will explain their construction. The distance between saddles is 11 inches, and the boards which form an inverted V on which the Pigeons rest are 9½ × 3¼ inches each. By means of these saddles the birds are kept very clean, as their droppings fall down either side of the saddle, and thus they do not stand and sit in their own filth as they would if allowed to roost on shelves.

The breeding house is fitted up with movable shelves as represented in fig. 2, B. C. The *breeding pens* are 1 foot 9 inches long, 1 foot deep, 1 foot high. This will give you 5 pens on a level. There can be as many rows as required up to seven, which will fill up the 7 feet, the height of the breeding house. These pens are fitted up with light removable wire netting doors, as it is advisable very often to keep a pair of birds up for a while, for various reasons. Each pen has two earthenware *nest pans*, 8 inches diameter, 2¼ inches deep, or wooden nest boxes, 6 inches square, 2¾ inches deep; the former are preferable, as they are easiest cleaned and harbour less vermin.

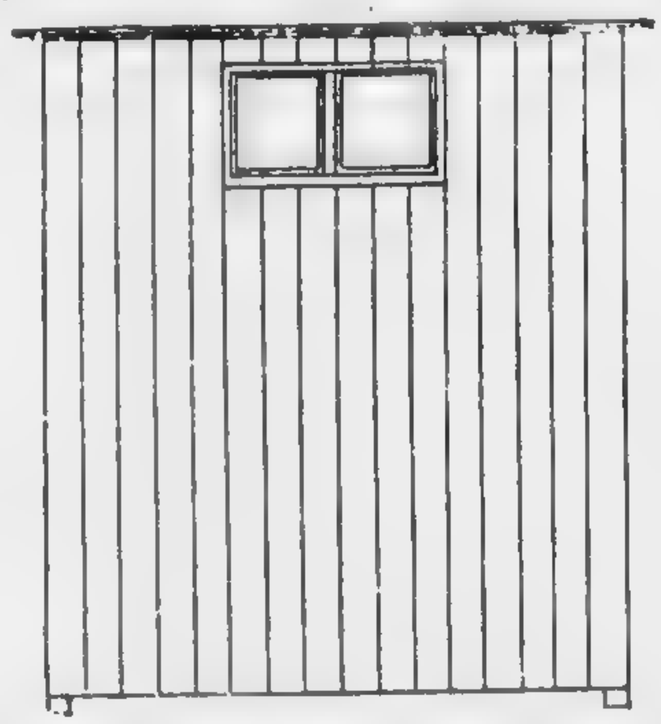
The simplest and best kind of *bob-wires* are shown in fig. 4. These are merely made of a piece of wire one-eighth of an inch in thickness, 15¾ inches long, bent at right angles at the distance of 7 inches from either end, and then hung by means of a piece of zinc 3 inches by 1½ inch, which is doubled over them. To refer once again to the breeding pens. Being made movable, they are taken down during the period of isolation, and saddles fitted up in their places.

Now, with regard to the *material to be used in the construction of the Pigeon house.* The building should be made with 3-inch by 2½-inch scantlings; the sides are best made with 1-inch grooved and tongued floor-boards, with the angle planed off, so as to form V-joints outside when the boards come together. The floor and roof should also be 1-inch floorboards, the eaves and gables to project 4 inches, the roof to be covered with roofing felt, and well tarred and sanded afterwards. The following *implements* are *required by the Tippler fancier:* A scraper of some kind, to clean the saddles and breeding pens with; a hard hand brush; a wire sieve, one-eighth-inch mesh; and two good strong galvanised iron buckets. A number of tin canisters are advisable for storing the food in and keeping away the mice. Each compartment wants an earthenware drinking fountain, which must be emptied and refilled daily.

Get a load of clean *river sand* containing plenty of *grit*—ordinary fine sand without grit is useless—and let it lie 2 inches deep all over the floor of the breeding and the extra house. Only have a very fine layer on the floor of the flying house; by doing this you can sweep it all into the sieve every day and scrape the floor afterwards, and then sweep the scrapings also into the sieve; shake the sieve over the floor again, and all the sand will be returned freed from droppings and feathers, &c. This saves grit and sand, which would otherwise be wasted, and only a very little fresh sand is required daily. Only the very fine grit passes through the sieve. In order not to waste the larger grit, shake the sieve well after all the sand has gone through, and the grit, being the heavier, will go to the bottom of the sieve, while the droppings, feathers, &c., being the lighter, will come to the top, and can be easily removed with a little careful manipulation and thrown away, whilst the grit thus saved can be returned again to the flying house. These may seem minute details, but it is wonderful how easy it is to do a thing when the way is shown by a person who has learnt it by experience. Before I adopted this plan with the sieve, a cartload of sand lasted a month, now it lasts six at least. When you have your place completed, limewash it thoroughly twice over, inside, and repeat the process every three months. The place must, of course, be painted twice over outside to preserve it, but I will not venture an opinion as to what colour, but leave it to fanciers to suit their own taste.

HOW TO BUILD A TIPPLER LOFT.

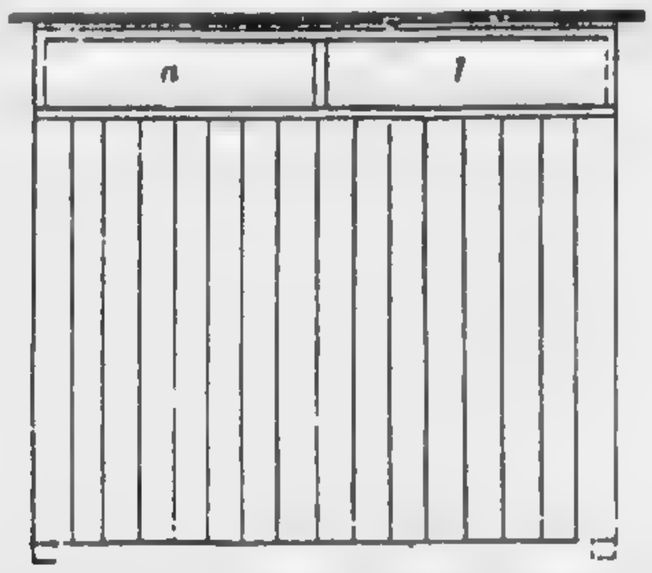
The following note contributed to No. 987 of *The Feathered World* by Mr. Geo. S. Frooms may be helpful to young fanciers. Mr. Frooms writes: Seeing that such extraordinary interest is taken in the management and the flying of Tipplers, and being a fairly old hand at it myself, I thought that perhaps you would like to have a drawing



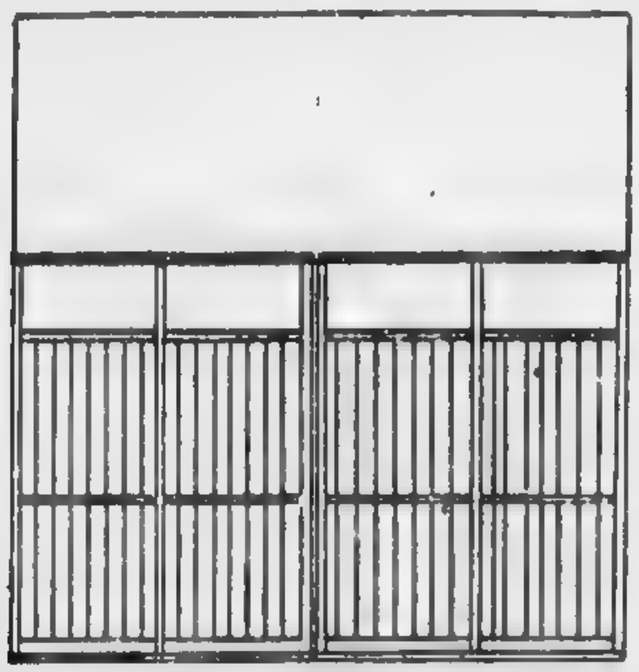
of a Flying Tippler house, which I consider will meet the requirements of anyone, and is very simply made.

Dimensions for Flying Tippler House for Young Birds.—The house to be 5 feet high at the front, rising to 7 feet at the back, 6 feet wide, and 7 feet

deep, made in sections to bolt together, and stand 6 inches from the ground. Door 2 feet wide and 6 feet 6 inches high, to open outwards. Window at the back to open on stay inwards at the top, and hinged at the bottom, size 2 feet by 1 foot. Wirework on the top to be the full width of the house, 1 foot high from the roof, and 3 feet 6 inches deep,

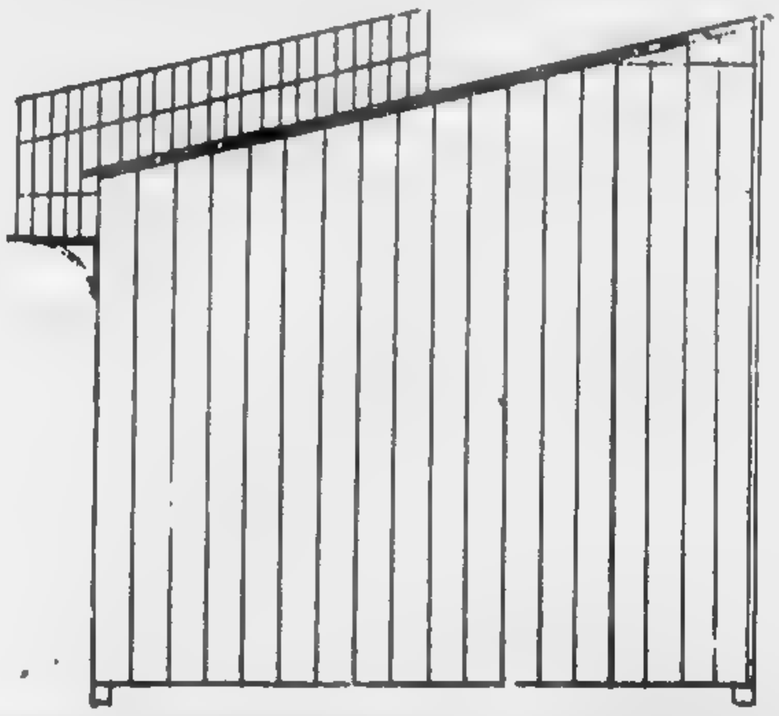


back and front to open. Front lifting upwards by means of split rings to hold the door at the top, the back to let down outwards by means of string, this to be made 1 inch higher than the sides, to prevent its falling inwards, the bottom of this to be stapled to the roof with large iron staples, so as to allow of easy working. The top to be thoroughly wired to the sides, which must be also stapled to the roof, putting the staple to hold each side to the front to make it firm. The letting board to be 18 inches deep and full width of the house, leaning a little to the front, to allow the rain water to run off. The two doors marked A and B to be 9 inches high, hinged at the bottom, and to drop outwards when shut, to fasten with



small buttons at the top. The passage to be 2 feet 6 inches wide, and ran the full width of the back of the house. A false bottom to be put in 2 feet 2 inches from the floor boards; make this also the full width of the house and 4 feet 6 inches deep. Divide this compartment into two, and you have two good places of 3 feet by 4 feet 6 inches each. Make two lathe doors for each of these, 1 foot 6 inches wide and full height, to slide open, the laths to be 1½ inch wide, leaving the same width of space between each. The cavity underneath these two places to be used for corn tins, brushes, riddle, &c. There must be forty pieces of wood projecting from the sides or front on the inside above the false bottom. Perches to be placed 9 inches from the floor. The roof to project 4 inches at the back and sides, and 2 inches at the front, to be boarded and felted and corrugated iron placed over this. The whole building to be made of 1 inch tongued and grooved floorboards on 3 inch by 2-inch scantlings.

I have omitted to show the wirework over the front elevation on purpose, as I think the drawing of the side elevation shows clearly how the wire cage shall be fixed. The idea of this cage (which I have proved to work well) is to allow all birds to be started at the same time, and when dropping to get them in immediately; seeing the droppers



feeding in this cage with the back wire down they all run in at once. I have found it save many minutes waiting about for perhaps one bird to come in, which is very annoying. When alighting, of course, all birds should be trained to drop on the back part of the roof. The cage also proves of great service when letting out young birds for the first time, as they have a clear view all round at once; also when cleaning them out.

CHAPTER V.

WONTING TIPPLERS (OR ACCUSTOMING THEM TO THEIR HOME).

Before commencing to breed it is advisable to have your birds wonted or accustomed to the place, so that you can let them out for a fly occasionally, by doing which you will be much more likely to breed strong healthy youngsters. The question then arises—Which is the best and easiest *method of wonting* (also called wunting) Pigeons?

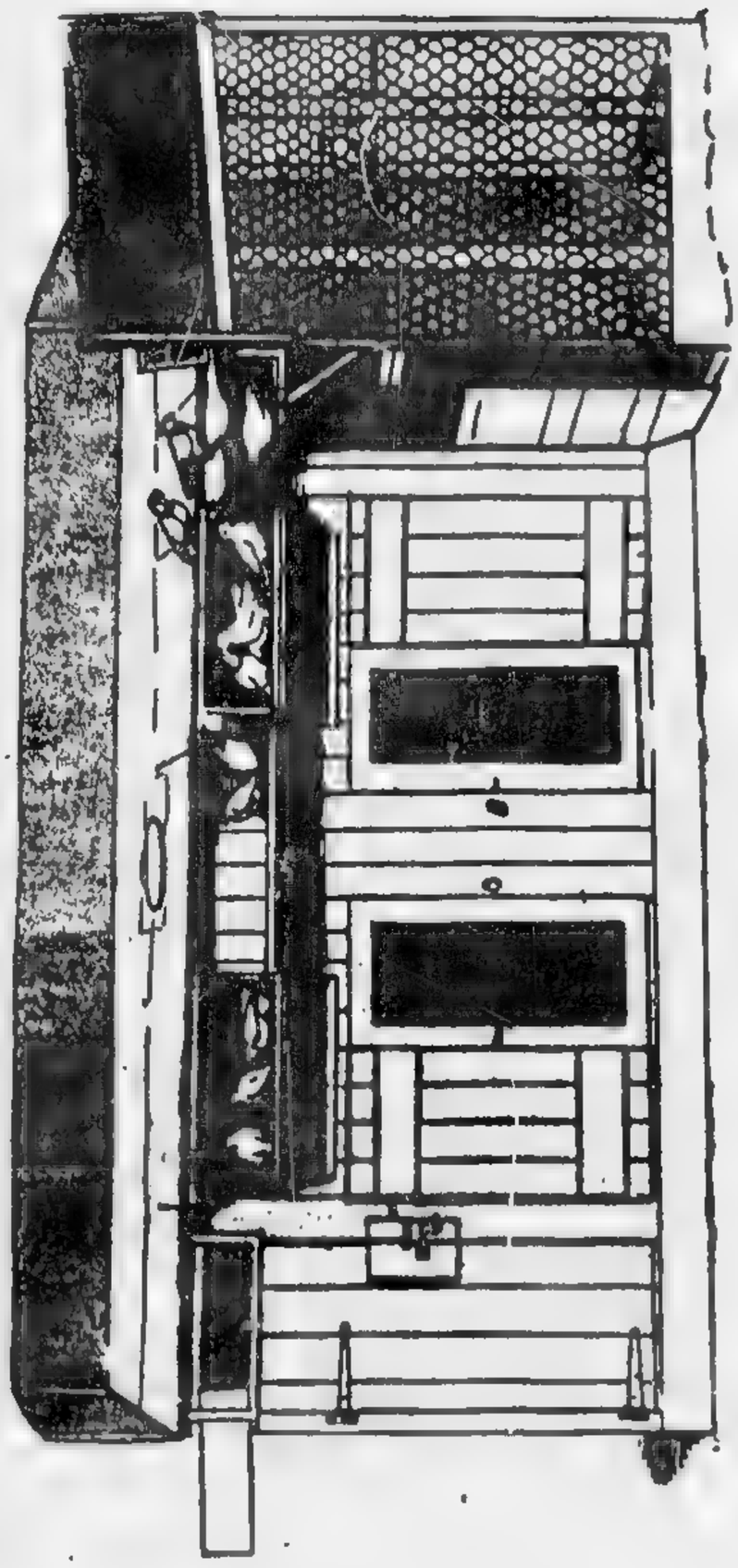
We can divide Pigeons with reference to their age and their accompanying trouble in wonting into three classes. First, youngsters from four to six weeks old which have never flown; second, young birds which have flown, but never been paired—that is to say, birds up to four months old; and last of all, birds above four months old which have been paired and bred young ones. Taking the *youngsters which have never flown*, if properly handled they are little or no trouble. Put them into the trap with the trap door closed, and have a wire netting door with a row of five bob-wires to fit into the entrance from the loft to the trap. Of course the bob-wires are fixed so that a bird can enter the loft from the trap, but not *vice versa*. Entice the birds to re-enter the loft through the bob-wires with some tempting seed; make them do this five or six times; you will then have succeeded, at any rate, in teaching them the bob-wires. Next, let the trap door down with the birds in the trap and allow them to walk out of their own accord; to do this bar their entrance for a time through the bob-wires. They will soon begin peeping up to the top of the trap, and sooner or later fly up on to it, and then on to the roof, and so on, and will be easily wonted. Be sure and *never frighten very young birds* up, as they are very silly, and if they do dart off before they know the place and have the full strength of their wings, you will ten to one never see them again, especially if you live in a town where it is impossible to follow them; of course, in the country where everyone knows his neighbour, you may light on your bird again. In a few days, say a week or ten days at the outside, after the young birds have gone out they will strike up and fly round of their own accord, and *then*, and not till then, can you consider them *perfectly wonted* and ready to train for flying purposes.

Now with regard to *young birds of four months* old or thereabouts *which have been flown*. These will, if let out without due precaution, strike up straight away and endeavour to find their old home. If it should be near at hand they will find it, and if the man you purchased them from is honest you will recover them; but should they be unable to find their old home they will most often get lost, and you will never see them again. Never *attempt to wont more than one bird* at the same time. The very best plan to adopt if you have no other birds wonted is to buy a pair of common *Tumblers and wont them*, and use them as teachers for your young Tipplers. Well, say you have bought an old pair of common Tumblers; get them merry by feeding on hempseed, tie the hen's wing with a piece of string well beeswaxed, pass it in a single loop round the wing joint loosely, and then tightly round the first five flight feathers; put her in the trap with her mate, and let them [illegible] in for a few hours, and then let the trap door down. He will, if really merry, never leave her, and will perhaps fly out and round the place, but soon return. When he is well wonted the hen's wing can be undone and she can be allowed to go out with her husband. Having your Tumblers wonted let out one young one with them into the trap, have the trio very hungry, in fact so hungry that they will go with one accord for one single solitary grain of corn; let the trap door down very cautiously, so as not to frighten them out, and as soon as ever they attempt to go on to the trap door entice them back again at once by a grain or two of corn; keep repeating this, and gradually allow them to get further off, and ultimately on to the top of the trap; but still entice them back with more food. By this means you will wont your bird. Of course you will occasionally have a bird which will dart out the moment the trap door is down and never return.

Dealing lastly with *old birds and birds which have been paired and bred elsewhere*, and also flown, it is a very hard matter in some instances, though I have had birds which never attempted to go away. If you have a good large place for breeding in I advise you not to risk wonting them; but if determined to wont them proceed as with the common Tumblers and have them very hungry as well. Should you be going to wont old birds about August, at which time they will be dropping their flight feathers, the easiest way is to *sprig* them—that is, to cut the finger off the quill either side of the first four or five flight feathers of one wing only with a sharp pair of scissors; keep them in the loft for a day or two with their wing thus cut, and they will learn their weakness and inability to fly much, and will not try to do so when let out, and can be easily wonted. Proceed as with young birds four months old.

Soaping the flight feathers with soft-soap is a method sometimes adopted, but never by people who know better, as it ruins the feathers, and the birds will not be able to fly again till they are moulted out. *Cutting the flight feathers* very short is another objectionable plan. Never attempt to wont an old bird in the breeding season unless it is paired; you will be almost certain to lose it.

Every Pigeon has its own peculiar *temper;* some are wonted at once, others are most unmanageable, and it is only experience which will tell the fancier what course to adopt with any particular bird; but by observation all this will come to the fancier, and he will have no difficulty in foretelling the disposition of the bird he is about to wont, and decide upon what tactics to adopt. Supposing you have a bird paired and well wonted; don't imagine that if you take his or her mate away that it will be sure to stop, for the most likely thing is that it will seek fresh quarters for a new wife. It is far better to rely entirely on birds which you have bred yourself, and which have consequently never known any other home; they will never leave you, unless they get lost whilst on the wing on a very misty or windy day, and you can take far greater liberties with them than you would ever dare to with birds which had previously known one or more homes before they came into your possession.



Mr. McCarthy writes:—"The loft is built at the end of my garden, 45ft. from my back pantry and 75ft. from the back of the houses in the rear. It is 36ft. long, 6ft. wide, 8ft. high at the back, and 6ft. 6in. in front. It has a window at each end 14in. square, wired on the inside, with door on the outside. It is built of match lining, and is divided into four sections by three centre partitions. These partitions do not reach the top by 9in., which is wired to prevent the birds crowing from one compartment to another, and to allow a good supply of air.

"The two outer partitions have a wired window in each, 18in. long and 9in. wide, with doors to close as required. In addition to this each of the four sections has a front door, of which the two centre sections have a wired door each. In two of the sections I have erected cages, 15in. by 12in. These are my training lofts. Each of these cages will accommodate twelve birds.

"The breeding loft measures 8ft. 5in. wide and 6ft. 6in. long. Attached to this is a wire flight, 6ft. square. The breeding cages are facing the inside door of the flight, and measure 2ft. 10in. in length, 15in. in width, and 15in. in depth, with wire doors to open or shut as required. Each of these is built with a feeding trough for the purpose of bringing the young birds to pick up easily. Next to the breeding loft is the young birds' loft; this measures 2ft. 6in. wide, 6ft. 6in. long. In each of the lofts I have fixed the V-shape perch.

"There are two letting-out cages in front of the loft, and each contains three bolting wires, with a wire bar to prevent through to prevent the cats entering the lofts, and for this reason I have also tacked a roll of 2ft. wire netting around the edge of the loft top, in consequence of the loss of my youngsters. This I have proved to be of service."

MR. McCARTHY'S FLYING TIPPLER LOFT.

CHAPTER VI.

THE BREEDING OF TIPPLERS.

In order to *breed successfully*, especially if you desire to do so for *show purposes*, you must select the birds you are going to breed from, and not allow them to pair just as they like. Of course the very first point is only to pick out those which are in the very best of health, and on no account to breed from a delicate hen, even though she may be a great favourite, for the youngsters are very likely to be weakly, and, therefore, no good to you or anyone else. If you are breeding only for *flying purposes* you can pair your very best flying birds together, and get, as a result, excellent youngsters; but I think that the knowledge of judicious mating to obtain the handsomest young ones is one of the greatest pleasures of a Pigeon fancier. Everyone has their own peculiar idea as to which *colour is the prettiest* for Tipplers; I have always fancied lilac or chocolate Mottles, with the breast especially well mottled, but they are extremely hard to breed, that is to have them well mottled. I bred a few from a big light printed cock and an almost solid bronze coloured hen. A bell-necked light printed cock and a light mottled hen threw a few well mottled young ones, but a great number of very light printed ones. A medium greasy cock and a real Tippler hen (by this I mean a bird with a pure white body, the primaries and retrices tipped with black) threw all light young ones with scarcely a mark on them, save the tipped wings and tail. A light printed cock and a lilac hen, with a lovely lilac breast, bred some very light ones, but the majority were like the mother. But you can never tell in the Tippler Pigeon what coloured young ones you are going to have, as they throw back so. Light ones are the easiest to breed, Dark printed ones harder, and real Evenly Marked Mottles the most difficult of all to obtain. In fact, when I was at Congleton, among twenty fanciers I only saw three real Mottles.

Now, as to what kind of *nest box* to use. The earthenware pans are easier to keep clean than the wooden boxes, but are rather slippery for the birds at first, but taken all round are far and away the best, and least likely to harbour *vermin*. I have found that if you give birds plenty of material —such as straw chopped in lengths of about 5 or 6 inches and old feathers and shavings—that they prefer to *build their own nests* in a corner without any box at all; but it is not wise to allow them to do so, as when the young are hatched they are apt to get away from their mother, having no proper nest pan to keep them under her, and so to die from the lack of the warmth which is so essential for them.

After the birds are well paired and nesting, the next point of interest will be the discovery of two pure white *eggs*. Occasionally they will lay *three eggs*, but it is very rare indeed. The eggs are not both laid on the same day, but a day is missed between the appearance of the first and second. Now, with regard to the *time* which elapses after the birds are admitted to the breeding house before *the first egg appears*. This depends on three things. Firstly and principally on the *state of the weather;* secondly, whether the birds you are breeding from are *old or young* birds; and lastly, the *nature of the food* you give them. As I have already mentioned, the breeding season starts in March; but March, although occasionally genial enough for breeding, is more frequently the reverse, and this *cold weather delays* the production of eggs. If the weather is warm and the birds have already had a previous season's experience, you may expect them to lay within a *week or ten days*. Young birds lacking this previous experience are somewhat longer in making a start. A mixture of hemp, canary, rape, and millet seed is invariably a grand diet to encourage breeding. Should any of the hens be egg-bound, which is a very common occurrence if delicate, they must be treated as described fully in the chapter dealing with disease. Some fanciers have an idea that by *removing the first egg* as soon as it is laid and keeping it away until the second makes its appearance, they will ensure both hatching together, but this is a mistaken notion, as it is best to leave them alone and trust to nature. I have tried both ways, and the eggs hatch nearer together when left alone. Some hens which are very good mothers begin to sit as soon as the first egg is laid, but the majority wait until both are laid. *The incubation period lasts seventeen days*. This period does not commence until both eggs are laid. The easiest *way to calculate* the date on which the eggs will hatch is to make a note of the day the first egg is laid, and add nineteen days to it. Thus, if the first one is laid on the 1st of the month the eggs ought to hatch on the 20th of the same month. Pigeons' eggs vary in shape just as much as hens' eggs. A *normal egg* has a rounded and a somewhat pointed end.

On the evening of the eighteenth day from the time the first egg is laid a slight *chipping* is generally perceivable, and these ought to extend gradually in a circle round the broad end of the egg, so that at length the egg is chipped all round. The young one will now make a vigorous effort to escape, and if strong enough the top of the egg shell will come right off and the bird will be hatched. However, this happy state of affairs does not always take place, and very often valuable squabs are lost through ignorance on the part of the fancier of the method of procedure. If at the end of the nineteenth day the eggs are unchipped, or if slightly chipped, unhatched, and very little movement perceptible, then it at once becomes *necessary to assist nature*, and with a penknife carefully to crack the broad end of the egg all round and remove it, and then pull out the head of the young one and put the egg back again into the nest. *The lining membrane* is often found so closely adherent to the young bird that it is impossible for it to make its exit unassisted, but this easily peels off with a pair of small pincers. I have saved many young ones this way; in fact,

I had one hen which seemed and looked very strong—she always hatched one young one, and the other egg I found to contain a fine healthy fully developed young one which had failed to even chip the shell, and consequently had died. After once finding this out I always hatched the egg for her at the end of the nineteenth day, and they always lived. The great *hardness of the shell* accounted for it in her case, I believe, and I dare say does in many instances; but it is also very likely to happen in birds which are not allowed their liberty, the reason being that the young ones are not sufficiently strong to break the shell, and so are entombed.

After your birds have sat three days from the time the second egg is laid, it is your duty to take the eggs out of the nest and examine them to see whether or not they are *fertile*, as it is no good letting your birds sit on unfertile eggs. To do this take the egg between the thumb and forefinger, and if in the daytime hold it towards the sun, if, at night, towards a candle, or, better still, a powerful bull's-eye lantern, and you will at once see if it is going to hatch. If fertile, a dark spot will be seen with lines radiating from it of a reddish brown tint; this spot is the eye, and the lines are the blood vessels. With a thin-shelled egg and a powerful concentrated light, the blood vessels may be traced to the bent tubular heart, and a faint outline of the rudimentary body seen. But I will not go any further into the development of the embryo, but advise my readers who may be interested in this subject to obtain a book on embryology, in which a detailed account of the development of the young chick, which is sufficiently analogous to that of the young Pigeon, is thoroughly dealt with, and plates showing sections of the young chick on the third, fifth, and following days is given. If the egg is quite clear you may throw it away, as it is unfertile. With a little practice there is not the slightest difficulty in telling at once whether an egg is fertile or the reverse.

CHAPTER VII.

MANAGEMENT OF TIPPLERS DURING BREEDING.

The great secret of success in *breeding Tipplers* is not to breed a great number, but rather a few strong birds; late young ones are hardly ever any good, and it is best to have hard and fast *rules in breeding*—that is, to have a fixed month for commencing and another for ending breeding, and separating the cocks and hens. *The time* for putting your birds together should be the beginning of March. In England it is too cold to hope for much luck before this time; should the weather be very cold, wait until the beginning of April. The end of August ought to *finish your season*. This gives you six clear months for breeding, and a pair will, if lucky, have reared three nests of youngsters during the season. If the cocks and hens have been separate during the winter the birds can be paired as you wish, for they will during the period of separation have forgotten their former partners.

It is necessary to have proper *pairing cages;* the measurement of these which I adopt are—length, 2 feet; breadth, 1 foot; height, 1 foot, divided in the centre by a movable partition of bars. Place the cock in one compartment, the hen in the other, and let them remain so for a day or two. *During this isolation hemp seed* is the best food. Next remove the central partition, and a couple more days will see them well paired. *If the birds are properly paired,* the cock will usually lie down in one corner and call his mate, who will respond by charging him with ruffled feathers. You will occasionally come across a hen which will not pair as easily as the majority; when this is the case keep her in solitary confinement for a week, and then put her with the cock you wish to mate her to, and she will not be long in pairing. Having now successfully paired your birds they may now be admitted to the breeding house. For reasons which will be stated in the next chapter, it will be advisable to start all your birds breeding together.

In the Potteries the *birds are flown* even *during the breeding season,* but it is to the detriment of the rising generation of Tipplers, for it takes them all their time to attend successfully to their progeny. The plan I prefer is to allow them access to a large trap, in which they can have plenty of air and a bath when it rains. The size of my trap is 12 feet long, 2 feet broad, 3 feet high. With such a trap the necessity for letting the birds out is entirely done away with, and at the same time this same trap comes in very handy for putting your young ones in and letting them see their whereabouts before they are turned out. The floor of the breeding house must be daily strewn with fresh sand, containing plenty of grit, and a lump of rock salt must always be found on the floor. It is hardly necessary to mention that the *drinking fountain* must be daily cleansed and replenished, as the birds when rearing their young require a wonderful quantity of water. Never by any [illegible] an *unpaired hen* in your breeding [illegible] of attention to this important detail [illegible] following calamity to myself:—I [illegible] nice pair of old birds which I had [illegible] Holland, of Leicester—I may say [illegible] loft; they had just hatched two [illegible] I had an odd hen. The cock bird while his mate was attending to the young (for I may mention that for the first five days or so after hatching the hen bird takes the greater part of the duty of looking after the young ones), got paired with the odd hen, and she, proving the stronger, turned his rightful wife out of the nest, and killed the young ones. Each pair should be provided with two nest boxes, as by the time the young ones are three weeks old the hen is ready to lay again.

Now for the food of the parent birds. This is a most important part in the rearing of

strong big young ones. To devote the whole of your time to your hobby is not desirable, but if you could find *time to feed* your birds at intervals of not longer than two hours you would find that the result would be that your youngsters at a month old would be as forward as others at six weeks old which had been only fed three times a day. And the reason is obvious, which is as follows:—No sooner are the parents fed than they drink and rush to feed their young. The process of assimilation and throwing off effete matter in the young Pigeon is such a short process that the stomach must be very frequently replenished. All naturalists have observed in wild birds, such as the Swallow, that no sooner has the parent bird secured a fly than it makes for the nest and regurgitates its prey into the open mouth of its offspring. *Before* the young are hatched the *nature of the food of the parents* is immaterial. For the first ten days *after* the youngsters are hatched let the food be a mixture in the proportion of dari seed, one; tares, half; wheat, half; rice, 1-14th. After they have attained this age feed in the morning on good sound maple peas, and later in the day on sound barley. An occasional handful of the following mixture in the following proportion will be found beneficial:—Canary seed, one; millet seed, one; rape seed, quarter; hempseed, quarter. Stale bread crumbled finely down may advantageously be given every now and then. Young Homers seem to thrive very well on small Indian corn, but I do not think it ought to find a place in the dietary of breeding Tipplers. It occasionally happens that one young bird is hatched a day or even thirty-six hours in advance of its fellow. If the parent birds are very good feeders both young ones may do well, but it usually ensues that the *bigger young* one gets all the food and its less fortunate companion is a miserable object. Should this be the case, and if at the end of a fortnight the last hatched bird is puny and ill-nourished, kill it, as it will never be any good. It is marvellous to note the progress which a single young one will make in comparison to a pair; and my belief is that for practical purposes—that is for flying purposes—it is best to kill the lesser youngster at the end of ten days should any difference in their size be apparent. I know of few studies in natural history more interesting than the growth of the squab.

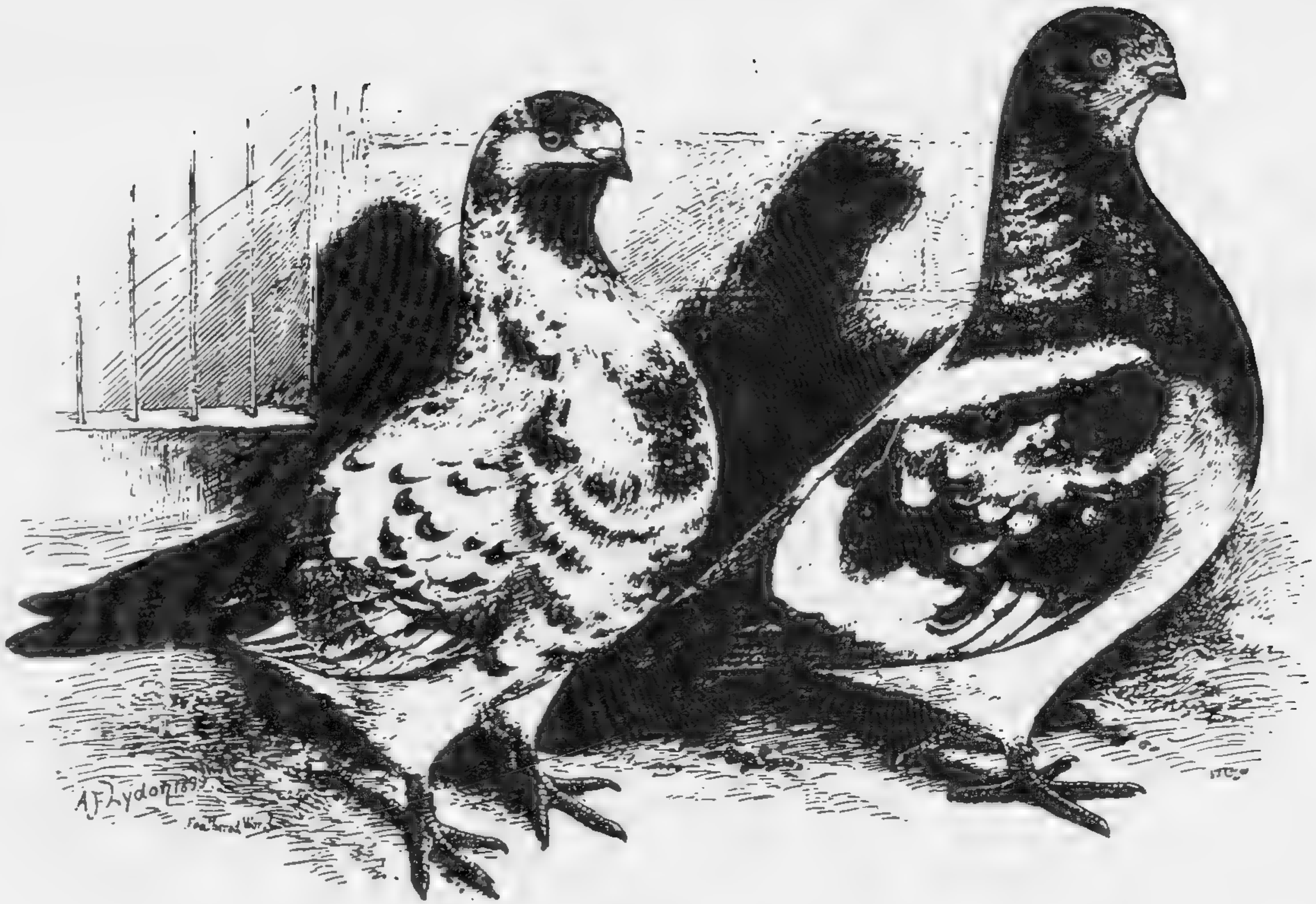
The examination of the eggs as to whether fertile or not and the ringing of the squab will be dealt with at length in another chapter.

CHAPTER VIII.

THE YOUNG TIPPLER HATCHED.

I MENTIONED in a previous chapter that it was best to start all your birds breeding at the same time. You will now see the importance of adhering to this course of action. The eggs have now hatched, and there are either one or two young ones in each nest. *If you start all your birds breeding at the same time* they will lay within at least a few days of one another, often on the very same day. Thus you are able, as soon as your young birds are hatched, to move them about from one nest to another as you wish. Some old birds are better feeders than others, consequently you hand over to their care the young ones you value most. Again, among a lot of birds you are sure to lose a young one or two during the first few days after hatching, but by putting two *odd youngsters* under one pair you can let the old pair which are without any start breeding afresh. It would not do to let a pair start breeding in this way often; but once in a way, especially if early in the season, it will not hurt them. If you desire to breed strong and useful young ones you must kill off any which are at all *weakly;* of course, you can give them a chance for three or four days. If you wish *to ring the young birds* it must be done on the sixth day; if you leave it longer their feet will have become too large and strong to enable you to slip the ring on. The *Conference ring,* without which you cannot exhibit a bird in the young class, at all events at the leading shows, is of enamel of different colours for each year, with the year showing out in metal. The rings are apt to fall off or to be got off for a day or two after they are put on, for it is evident that if they can go on they can also get off; so be sure and examine your birds daily to see that they have them safely on. I do not see any reason why *another ring* of the same size and make cannot be put on the other leg, with the owner's name and address on one side, and "reward if returned" on the other. *Stamping* the flight feathers is not a reliable method, for time and weather soon obliterates the owner's name and address. Hundreds of Tipplers are annually lost owing to misty and foggy weather, snowstorms, and high tempestuous winds; and mark you, they are always the gems and stars of the kit, for you cannot lose a duffer. Now these losses, and heavy losses they are, too, might surely be minimised by such a system as I advocate; for although, alas! there exists a class of men—they are not worthy the name of fanciers—who have as their motto *"Finding is keeping,"* and are unable to distinguish between *Meum et tuum,* surely this class is not so numerous as to do away with all hope of ever recovering lost birds which carry about with them the owner's name and address. If I speak bitterly I feel bitterly disposed, when I think of the many valuable birds, all fully stamped, which I have lost in wonting and flying, and never got back, although caught not far away. *True fanciers* are large hearted, and delight in rendering small services to one another, and to have a strayed bird returned is a source of great joy. These rings can easily be removed if you want to show a bird. I believe I am right in saying that exhibits bearing the name of the owner are disqualified.

At the time of hatching the parent birds have a peculiar power of rendering the food soft and



FLYING TIPPLERS.

The property of Mr. Johnson. *Flown over thirteen and sixteen hours respectively in* 1899.

pulpy, so as to be suitable for the youngsters. This soft food is called *"Pigeon's Milk."* You can easily feel it, and satisfy yourself as to the truth of it if you examine and carefully manipulate the crop of an old bird at the time of hatching. This is the reason why birds which have not this soft food ready are unable to rear young ones. But let me be a little more explanatory. Suppose that you have a pair of eggs just hatched, and at this identical time you lose one or other of the parent birds. You will occasionally find *odd birds* that will rear the young ones from the date of hatching unassisted; but in the majority of cases, although they may look after them for twenty-four hours or so, they will eventually desert them and leave them to die. When the young ones are three weeks old either parent will rear them, hens being especially good and attentive when left single-handed; in fact, I have known hens which have been left to rear young ones in this way, and have not only done so most satisfactorily, but have also got paired to another cock and laid again while doing so. Now, if you have young ones which the remaining parent has forsaken, and they are valuable youngsters, you naturally put them under some other birds which laid about the same time, and either destroy their eggs or pass them on to some other birds. If you started all your birds breeding at the same time there ought to be no difficulty in finding a foster mother; but if you failed to do this, and consequently have no young ones of the same age or within three or four days of the same age, you can never hope to rear them. Never *move young ones* into a nest older than themselves, but always the reverse.

The longer young ones are supplied with *"Pigeon's milk"* the better they thrive, and so if you have a pair which you particularly wish to bring on, move them to a nest which hatched three or four days later than they did. To rear strong early young ones entails constant attention, both as regards feeding and moving the young ones about, but nothing is achieved in this world without trouble, neither was Rome built in a day; in fact, to get together a really good kit of Tipplers takes years. I have found that *Homers* and *Dragons* are very good at rearing young Tipplers, and many fanciers in the Potteries keep them for this purpose only. A patent *apparatus for the artificial rearing of young pigeons* is procurable. It consists of a syringe with an indiarubber nozzle which fits on the youngster's beak; of course the food has to be specially prepared and to become gradually more and more solid as the young ones grow older, in order to imitate nature as closely as possible; but with Tipplers at any rate no one would be at this trouble, for supposing you did feed them who is to mother them and keep them warm? And if they were reared they would certainly be no good for flying or any other purpose.

I believe in *changing the nest* at least every three days; it keeps the youngsters clean, and less liable to disease, and although some breeds of pigeons will not stand being disturbed in this manner I have never known Tipplers to desert their young in consequence. The youngsters are very clean in their habits, and if provided with a proper sized circular earthenware *nest pan*, deposit their droppings in a circle round the nest pan, and it is very little trouble consequently to keep them clean. If you are breeding for show purposes it is necessary to *recognise a good bird* from its form and colour at the age of a fortnight or eighteen days at the outside, and if you have one particularly promising to push it forward at all hazards. Remove the other young one to another nest, or kill it, and thus give the future show bird the very best chance. Referring again to ordinary young ones, let them remain in the *nest* for the first three weeks; at the end of this time it is advantageous to *take them out*, and place them on the *floor*. By doing this they will come on much more rapidly than they would otherwise do, for they learn to peck earlier, and as they get fed as well by their parents they get a double meal. Again, they are in no manner liable to be overlooked by their parents, for they run after them and never let them alone until their wants are satisfied. Do not introduce new birds into the loft during the breeding season, unless you are forced to do so, as they are apt to peck the young ones and disturb your birds generally.

To my mind nothing is more interesting than to watch the growth of the *squabs*, and see the colours they are going to turn out. Although it is hard to prophesy what result will ensue even from judicious pairing, still you must occasionally have a youngster after your own heart, and when this is the case I am sure your trouble is amply rewarded.

CHAPTER IX.

MANAGEMENT OF TIPPLERS FOR FLYING.

We now come to the hardest, and at the same time most interesting, part of the duty of a Tippler fancier—namely, *to fly the birds*. Anyone commencing will, of course, fly young ones which he has bred himself off good reliable parents. In the Potteries they usually fly three or five together; in Leicester they go in for five or seven, always an *odd number*, as, by doing so, the birds seem to kit together, and fly closer than if the number flown is an even one. You will find that the more birds you attempt to fly together the harder it is, so be content with five at the outside. *Pick out* five of your young birds, strong, healthy, big ones, and have them as early hatched as possible; birds hatched after August are rarely any good for flying. I have already described the place for keeping the young birds in which you are about to train. The very first thing that you must bear in mind is that *cleanliness* is the real secret of high and long flying, and that without it the most elaborate dietary in the world will not help you very much. So clean your place out every day, as

described fully in Chap. IV. Always have a piece of *rock salt* on the floor of the place, and clean and re-fill the *drinking fountain* daily, and only let them have access to it at meal times, as, if left there all day, it will make them too fat for any long flying.

I am now going to give you *my own method of training*, so that fanciers may be able to glean from it what they like and add to it additional ways of their own. I don't suppose any two fanciers have precisely the same method, but the main essential points run through both. The main points are that the birds be only flown twice, or at the outside thrice, a week, and be confined in a small place kept scrupulously clean during the time they are not on the wing; that barley be *a standard food* for keeping them in proper flying condition. The question of some suitable mixture of small seeds to get them well up for flying varies with different fanciers, and again as to whether or not it is advantageous to keep the birds in perfect darkness the last twenty hours before you want them to do a big fly is a vexed point. Well, to commence my method. Young birds are not at all fond of barley and will not touch it unless they are very hungry. So the very first thing is to give them 1 oz. of Epsom salts in their drinking fountain, if it is a good sized one, less of course if very small, and starve the birds for a couple of days. At the end of this time they will be ready to eat barley. Feed them on this morning and evening for a week. If the weather be propitious let them out for a *fly about three* o'clock in the afternoon of the third day of the week, and again on the last day of the week, this time a little earlier in the day, say two o'clock. Your object, of course, is to make them remain on the wing from the time you turn them out till dusk. Some fanciers have the *gas fitted* up in their *loft*, and a jet at the *trap*, which can be lighted when dusk if the Pigeons are still on the wing to show them the way home. It certainly is very useful to have it laid on, for you have to feed your kit by candle or gas light in the evenings, and they are always putting a candle out with the continual flapping of their wings; and again, if the gas has a good wire protector round it you can feed the birds and leave them for awhile, so as to allow them to fly back to their saddles when they have done. With a candle this is a tedious and risky proceeding.

Always try and start all your birds at precisely the same time; they will get up much better. Should any of them settle on the roof on getting out drive them up at once, and prevent them from doing it again in future. When *feeding the birds* put the food in a heap or in a small tin, so that the birds scramble well over one another to get at it. This will accustom them better than anything to one another, and make them *kit together* well when on the wing. I am sure nothing is prettier than to see them flying so close together that you imagine you could cover them with your handkerchief; nothing more annoying than to see them scattered in all directions. The *best hours for feeding* are 8 a.m. and 6 p.m. After the week's feeding on barley the food must be changed. Make a mixture of dari one part, tares one part, wheat half part. Let this be their staple food in future, with an occasional meal of good sound maple peas or small tick beans. Let them out now twice a week, or three times in a fortnight, according as the birds fly that is, twice a week if they don't improve and do long flying, three times a fortnight directly they begin to go over ten hours. *Before you are going to do* a big fly keep your kit in perfect darkness for twenty-four hours, feeding by candle or gas light. The following *foods* may be given to the birds occasionally as a part of their meal after they have satisfied the first cravings of hunger, and especially before they are to do a fly.

A. Dried bread and butter. This is prepared by putting slices of buttered bread in the oven overnight, and leaving till the next morning, when it will be hard and crisp, and can be ground up fine and given to the birds.

B. Good clean rice.

C. A mixture of small seeds—canary, one part; millet, one part; rape, one-third part; hemp, one-third part. Adhere to these directions with any slight variations which may occur to you, and if your birds are any good they ought to do good flying time. Should you find that one or more of your kit is not up to the standard of the rest remove them at once and fly the remainder, as it is hard enough to keep the kit up without having a bird or birds flying below them and decoying them down. If you are *flying old birds* it is best to fly all hens or all cocks. A good plan in training young ones is to have an old bird who can do good time with them just at first to show them how to go up and keep up. Of course, you can have one or more kits in training at the same time, and you will find that you will have to do so, as the earlier hatched the birds are the sooner they begin to moult, and when they arrive at this state it is no earthly good endeavouring to fly them; in fact, when they are dropping their long flight feathers it is most injurious. In the Potteries and Nottingham they keep the birds up in the winter for fear of losing them, but in the country you can fly them all the year round. It is advisable not to try to fly *birds when breeding;* it is done in some parts, but I am sure it is not a good plan. A good *Tippler should fly* slowly and very steadily, the more they rush at it and dart about the sooner they tire; the motion of the wings should resemble that of a Hawk watching for prey—that is, they should scarcely seem to move at all. When the birds are first let out they will fly low till their food becomes digested, when they will gradually rise higher and higher, especially if it is a clear fine day and not too hot; but will later on come down lower again, and continue at a height of about 200 feet till they tire and come down. When the birds are *too fat* they fly low, and consequently must be fed on barley and dried bread and butter. Some *birds will tumble.* When this is the case discard their services, or they will soon teach the other birds to follow their bad example, for much energy is lost in turning these somersaults, which ought

to be spent in prolonged flying. It is a good thing to have your birds taught to *"rake"*—that is, to fly high, and also a long distance from home, instead of immediately above their home, as it keeps them longer on the wing. When your birds have finished their fly they must be trained to come in at once, and not to loiter on the roof, or settle elsewhere but on their own trap, for if they do loiter about they become lazy. In towns and places where there are very high buildings and factories these same are a great snare to young birds, and they are very *apt to light* on them and stay there instead of flying. Should they do this, the only thing to be done is to part with them at once and start afresh, as they can never be cured and will never fly any time.

In the event of your kit flying very late and showing no signs of wishing to come down, let out a *dropper*—that is, a bird which will not fly, but come in again almost immediately; a Fantail hen is a very good bird to keep for this purpose, and let it live in the flying house with the kit, so that they will know it well, and consequently come down to it when thrown on the roof.

THE LATE MR. GEORGE SMITH, OF NOTTINGHAM.
A Noted Tippler Flyer.

CHAPTER X.

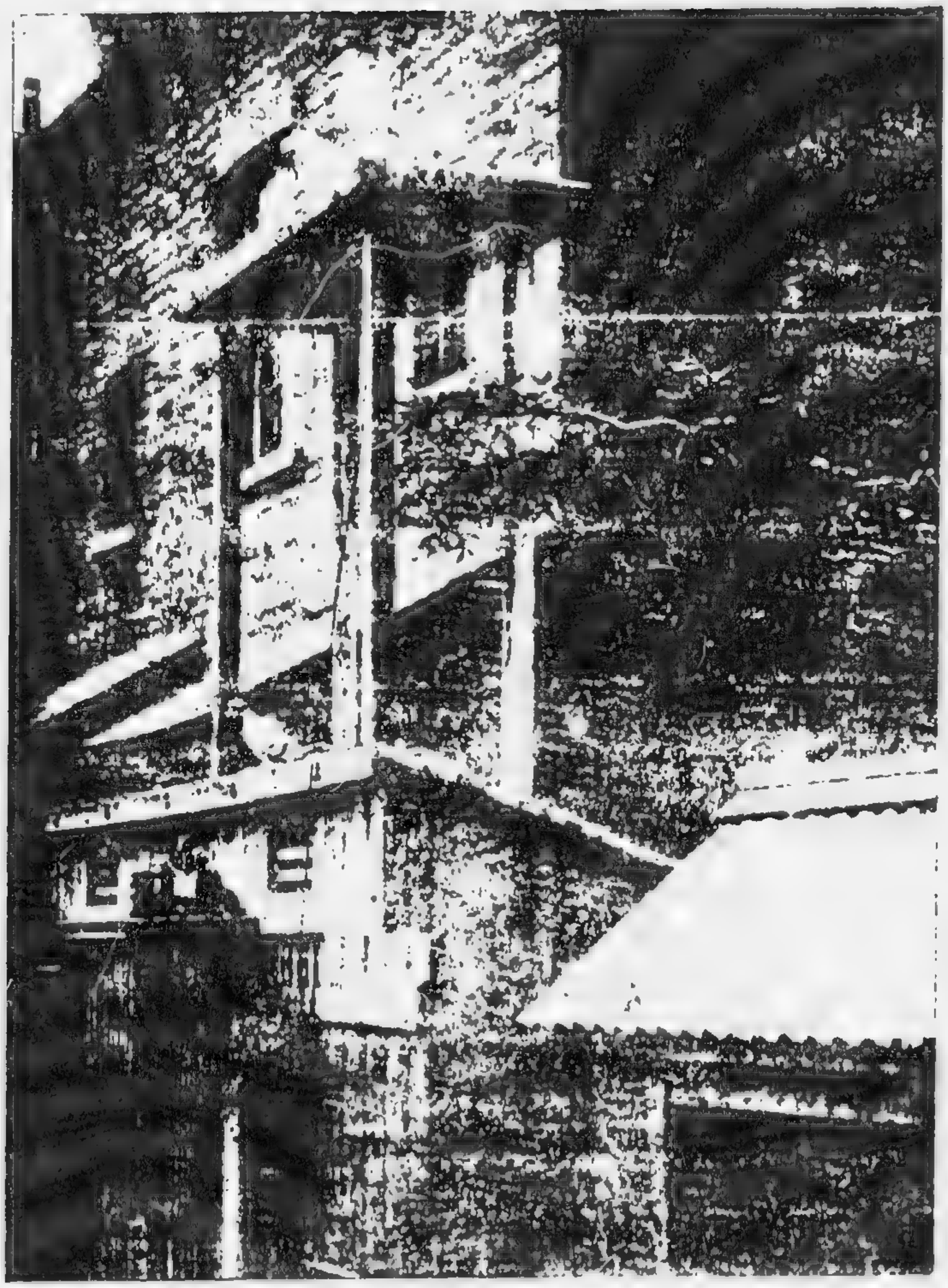
TIPPLER AND TUMBLER FLYING, PAST AND PRESENT.

BY THE LATE GEO. SMITH.

IT is nearly 40 years ago since I began to keep high-flying Tumblers. This class of birds were great favourites throughout England at that time; in fact, Tipplers were not much in evidence and were an unknown variety in Leicester, where I was brought up. There was no handicap flying, no *Feathered World* or any other papers to enlighten you on the subject, so if your ambition was to reach the top of the tree the only chance was to seek the acquaintance of an old Tumbler flyer, and pay him a sovereign, or even more, to teach you how to train your birds, which was my lot. Yes, the birds that were flown were Tumblers, and some of them could tumble, and no mistake. I have frequently seen some of them roll to the ground. I had an old cock, one of the noted Crouch breed, which could not fly 20 yards without rolling down, and, strange to say, he bred young ones which were splendid flyers.

It was the custom to fly large kits of 20 to 60 birds, every one of which could tumble more or less. That was the reason why birds at this time did not fly more than five or six hours at a stretch, as the large amount of work they did in the shape of tumbling knocked all the life and energy out of them. The fanciers were at that time just as anxious to fly their birds a long time as they are now, but they had not the class of birds to do it, nor were they trained to the best advantage. The dropping places were not taken into consideration; in fact, many of the fanciers had no regular system. Sometimes they flew their birds early in the morning, sometimes in the evening.

However, as years rolled on, fanciers became more enlightened, for they did all they could to breed the tumbling out of their birds. This was done by disposing of all the heavy workers each year, until they got a class of birds which could only single tumble. This made a wonderful difference to the time they flew, for at this period eight or nine hours was the usual time. This long time flying has helped to get rid of the tumbling properties, for the same breed a few years afterwards could be seen flying 10 or 11 hours, and never attempt to turn a somersault. Macclesfield Tipplers were not known in Nottingham until about 1875. They were the pure breed from Congleton, and were some of William Jolley's breed, a noted old Tippler flyer. They were without a doubt



Logs of the late Mr. George Smith, the well-known Flying Tipler Lancer
(*Tipplers on dropping-board and also entering loft.*)

the best class of Tipplers at that time in existence, with broad flight feathers and short legs, quite different to the so-called Tipplers of the present time. Still, for all that, we could not beat the Tumblers' time with them, and when any flying competitions took place it was to the Tumblers we pinned our faith, simply because they were more reliable. Leicester fanciers took up the Tippler Fancy about the same time, and they were in the same fix. However, eventually the Tumblers' time was beaten later on, and after this the Tipplers became great favourites. I might say that since the pure Congleton Tipplers got spread about England they have been very much crossed with a stronger class of high and long flying birds. This has been done to gain strength, as the pure Tippler was never able to stand the wear and tear birds have to go through in all kinds of weather. This crossing improved their flying powers wonderfully. If our readers will look through some of the back numbers of *The Feathered World* they will see that the time flown in flying contests in some of the Pottery districts, namely, Burslem and Congleton, where the pure Tipplers are kept, is a long way behind other towns where stronger kinds of Tipplers are flown. I am under the impression that the pure Tipplers of 30 years ago are few and far between, and those who have a few keep them for breeding purposes, as described.

Now, when a man starts to keep Tipplers or Tumblers, he must have plenty of land at the back of his premises, so that his birds can circle round without coming in contact with the houses. He can then build his cote as far away from them as possible, so that his birds can be taught to drop on it without first dropping elsewhere. If, however, the houses around you are in an awkward spot to do this, the next best plan is to fix four uprights with a large board on the top as near your pigeon-house as possible, similar to the one on the previous page, and, by placing a few youngsters on it before they can fly, you will with very little trouble be able to teach them to drop on it, and not the houses. This is an important point, and, depend upon it, if it is neglected you will never fly your birds as long as those who do drop them on a low place. In windy weather it appears almost impossible for the birds to get down on to these low places without dropping on the houses first, and game birds, "with their hearts in the right place," as old fanciers term it, will never do that. You have also to adopt my other methods, namely, teaching them to drop to droppers and flying till dusk, or you will never make a champion.

The stocking of your loft is the next question to deal with, and it is as well to know the different classes of birds which are kept for high and long flying, simply because what might suit one would not suit another. Should the fancier's chief object be to keep Tipplers with an idea of flying in handicaps, etc., he must have the birds most suitable for that purpose, and he must not be very particular in what style they fly, as all that is necessary is to keep on the wing. It is no use having high-class birds that go up into the clouds and are lost to view for an hour or more at a stretch; neither is it advisable to have a stupid class of birds that you cannot control, for these birds lose their heads towards evening, and all the droppers you like to turn out will not influence them to drop at home, and in such cases our flying rules say they must be disqualified. To be successful in this particular sport you must fly a class of birds which you can teach to do everything but talk. These birds you can, as a rule, drop any time the owner thinks well, which is absolutely necessary in these flying competitions. You must also have strong birds with plenty of bone and muscle. The birds that are kept for this purpose are half Tippler and half Tumbler, and if crossed backwards and forwards for two or three generations the better they appear to get. Some take after the Tippler and others resemble the Tumbler, with white wings and long spindle beaks. This leads fanciers to think their Tipplers are pure-bred birds.

Now, if the fancier keeps Tipplers just for his own pleasure, as a rule he likes his birds to fly in good style, up in the clouds, and even if they do not fly so long he is better satisfied with them. Some years ago there used to be some lovely shaped little Tipplers flown at Lincoln of this stamp. Some of the colours were blues and silvers. The latter I very much admire and try my utmost to breed some, as they are very scarce.

I might say high and long flying chiefly depends on the action of their wings. It is wonderful what a difference there is in this respect, and the way some of them use their wings on a nice still summer's day appears to make flying quite easy. I am sorry to say the noted Crazy breed are very scarce now in that locality. Some of the Sheffielders have purchased a lot of this breed for crossing purposes. Some of this strain are very small, still they can fly ten hours without exerting themselves; they are very light on the wing, and anyone watching them flying might imagine their wings were made of indiarubber from the vibration of their flight feathers. Each stroke they take seems to spring them up considerably, and the movement of their wings in butterfly fashion is admirable, but only nice still weather suits them. Sheffield fanciers are the pluckiest lot of fellows I ever met. They are heart and soul in the long time flying hobby, and when they have worked hard for their money they are not afraid of spending more. So in pigeons. I have fetched from Leicester years ago all the best non-tumbling Tumblers I could lay hands on, when Leicester fanciers had condemned them. They have crossed them with some of their own Tipplers, and by so doing they have bred many of the seventeen-hours strain. The Leicester fanciers appear to have stuck to their old breed of Tipplers of twenty years ago, and they still appear to be a handsome lot of big strong birds, chiefly light ones, and have for many years shown their long-enduring qualities in flying competitions, and anyone who has this breed of birds will do likewise if they train them similarly. My stock birds consist of a few of the

pure Congleton type of twenty-five years ago. They have a lot of the late Bill Jolley's noted brown-breasted hen breed in them; also a few of the Lincoln Crazy breed, and a few of the Leicester non-tumbling Tumblers. These I cross one with another. For instance, I put one of the Lincoln Crazy breed with a bird that has a lot of Tumbler in it. A Congleton Tippler I should pair to one of their offspring, and so on to the best of my judgment to breed them strong and still not lose their butterfly style of flying, for very high pretty flying is my great ambition, although years ago, when I was a young man, I went in for long flying; style flying was a secondary consideration. I was one of the first who invented handicap flying, which originated in Nottingham. I flew from the scratch mark the whole of the time I competed, winning three handicaps and flying second and third many times.

As regards feeding of Tipplers, it chiefly depends on the class of birds you keep and the strength and constitution they possess. Strong birds when in training will do better if they are worked on their evening's supper, with just a drink of water to go out with, and even not that in cold weather, but more delicate birds cannot stand this, consequently they require a little bit of light corn before they go out, and water also; young ones always require a little before they go out.

It is a difficult matter to deal with the feeding and training of Tipplers, simply because the treatment that will suit one class of birds will not suit another. Many Tippler fanciers run away with the idea that if they only knew what Mr. B or Mr. C gave his birds when they flew seventeen hours they could do about the same time with their own. This is a great mistake. It is not a matter of feeding. The most important point is the training, and I can say without fear of contradiction that those birds that have not had a proper schooling from their youth are a dead failure, simply because they have not been taught what you want them to do. They never fly until they are tired, but drop just when they think they will; in fact, I have seen such birds strike up again after a rest and fly longer than they did the first time.

Getting the birds in condition is the next point that must be studied. Some birds never appear to get fat, while others are just the reverse. There are Tipplers that want any amount of "faking," as they call it, to get them to fly moderately; others will fly well on their ordinary food, and are no trouble whatever; in fact, if they were fed on a little seed or other light food before going out you would run a great risk of flying them away.

In some parts of England where long-time flying is all the rage they usually feed their birds on peas and barley. Those that are being trained are fed once a day—a good supper. The first part of the time they are flown without food or water for four, five, six, or seven hours. When these birds have flown a lot of the flesh off them and are capable of flying longer they might have a little small corn before going out, such as barley and wheat mixed, and a drink. Of course, you must put them out according to the time you expect them to fly. To give your birds a fair chance of flying fourteen, fifteen, or sixteen hours they should have three days' rest, and during that time the birds should be fed on food that will strengthen them, as you want all the life and energy in them to fly the specified time. A little mixed corn would put some go in them with canary and linseed added to it. Any change of food will revive them. It is absolutely necessary that the birds should have a good breakfast before going out, and a drink of water; and if they will not eat one thing try them with others. During the spring, summer, and autumn months while my birds are breeding I feed them on corn which I mix myself, consisting of maple peas, white peas, tares, dari, wheat, and very small Indian corn. I mix almost double the quantity of tares, dari, and wheat to go with the other corn, and they fly well on it from five to nine hours. If I want to do an extra fly I give those that are going to fly a handful of canary seed the night before and also in the morning, and they are good for eleven or twelve hours. It is absolutely necessary to get the very best of corn for them.

CHAPTER XI.

FLYING TIPPLERS.

By Thomas Beech.

[The following practical notes have been very kindly contributed by Mr. Thomas Beech, the well-known Sheffield fancier, and their value is borne testimony to by the fact that the author is the breeder of the old birds' record holders, their time being eighteen hours fifteen minutes, and also bred, trained, and flew the young birds that first flew over fourteen hours in a young birds' competition.—Ed.]

The flying of Tipplers is a very interesting pastime, and it would be more largely followed if fanciers only knew how to train and feed the pigeons. The two greatest faults novices make are in giving their birds too much food and too much liberty. If you let birds run about a garden or go on the roofs of houses, and just fly when they like or drop when they want to you will never get them to fly much over an hour or two, whether they are well bred or not. You must have a system of training and feeding if you want to see them fly into the teens of hours.

FLYING FOR A HOBBY.

The flying birds should be kept separate from the stock birds. Suppose you have a cote six feet long, four feet wide, seven feet high at the back, six feet high at the front, have a door in the middle of the front, then partition it off at both sides, so that you will have two places top and bottom at each side. Keep the top places for flying birds and the bottom for stock birds. You can then have cocks at one side and hens at the other, as

it is best to fly either all cocks or all hens, and you should also have your birds separated when not breeding.

If you are flying young birds it does not matter about having them mixed, and youngsters are the best for novices to start flying with, as they have no bad habits to be broken off such as old birds have that have been allowed to go on the roofs of houses. We will suppose that you have six cocks and six hens that are of a well-bred flying strain, and you would like to know how long they could fly, or you would like to see them fly from ten to twelve hours. As soon as you have got them well settled and they know well where they live, stop them from running about. After they have had their fly get them inside the cote and fasten them up until you want to see them fly again. Have the cocks out one day and the hens the next, for it is better to keep them in the cote at least one whole day between each fly, as they will fly higher and a lot longer. Feed them every night in the cote on good sound barley, and after they have had their fill give a drink of clean water. Take it away after they have all drunk.

After they have been on this diet for two or three days, turn them out to fly, and when you see they want to come down put out a white pigeon on the top of the cote and whistle them down. Then as soon as they have all settled on the cote get them inside and fasten them up again until it is their turn to go out once more.

Don't give them anything to eat in the morning, but only at night. Always turn them out on an afternoon. You will soon begin to see an improvement in them, both as regards their flying and appearance. You should keep them on this diet until you see they understand that they have got to fly, and they wait for the dropper, or white pigeon, being put out as a signal for them to come down. This they soon begin to understand, provided you keep the other birds inside the cote while these birds are having their fly.

If they happen to drop before you have time to put out your dropper, frighten them up again. Let them fly about five minutes, then put out your dropper and whistle them down, and get them into the cote as soon as possible. After about three weeks of this training they should understand it, and might fly three or four hours. You might then have a spin with them some Saturday for about seven or eight hours.

When you decide to do this change their diet. On the Monday night give them wheat and an eggcupful of linseed, giving the linseed first.

Tuesday night give half wheat and half maple peas.

On Wednesday morning give an eggcupful of hempseed and the same of canaryseed between the six birds. Then give a drink, and leave them until it is time to turn them out, which should be at least two hours after. Turn them out for about five or six hours, according to the weather. At night give maple peas and a little hempseed; not above half an eggcup of peas to each. Don't let them out after this till Saturday morning.

Thursday night give half wheat and half Indian corn.

Friday morning an eggcupful of canaryseed between them, and a drink if they will have one, and at night give them an eggcupful of canary and hempseed mixed. Then fill up with Indian corn, and then a drink.

On Saturday morning give a little canaryseed and about an eggcupful of wheat, then a drink of clean water and leave them for about two hours, and then turn them out to fly.

I have had birds fly over twelve hours on this, and had to drop them at night—birds not in strict training, I mean. It will improve them a lot if, instead of giving pure water, you add about three spoonsful of Parrish's chemical food to a pint of water. Have the water hot, as it mixes better. Always give clean water the day they are going out for a fly.

After they have had such a fly put the birds on barley again as before, until you fancy another spin with them. You may find that you get your birds too forward the first time that you try them, and they may not do a very good performance through being too fat. If this occurs you must drop a feed, or not give them so much to eat the next time you feed them for a fly.

You must handle them during the last week of the feeding, and you will then know how soon they put flesh on. Each time you have a fly with them they should get better, and do a longer time. When you see they fairly understand flying, and you have them on barley, you will find out they take less feeding up for a fly.

Of course pigeons, like everything else, differ in strains. Some do not need as much feeding up as others, so you will have to rely upon your own judgment a bit.

For a week-end fly for birds that have been trained on this system I have had some good flies by feeding four nights barley, fifth night wheat and peas (half of each), sixth night Indian corn, with a little wheat and canaryseed, seventh night a little hemp and canaryseed. Fill up with Indian corn. Give only a drink if they want one on the next morning about two hours before you turn them out for the fly. (Of course you must always give them a drink after feeding them at night.) I have often had birds fly at week-ends eight to twelve hours on this feed. I flew three cocks and my friend Mr. Bradley flew three hens, both on the same day, in an Easter competition (Easter Monday, 1905). It was reported in the *F.W.* at the time. Mr. Bradley's time was fifteen hours seventeen minutes. I put my dropper out five minutes later, and I failed to get two birds down, so was disqualified. Those birds were fed as advised above, with the exception of a night's extra feed on maple peas, and they were fed on wheat and canaryseed before they went out on the competition morning. They were also given Parrish's diluted, as before mentioned, excepting the morning of the fly day. Mr. Bradley's time stands (1909) as the second longest time yet recorded for an Easter competition. Both kits were fed alike, at

my suggestion, as I had sold him the majority of his birds, and I was instructing him how to feed them at the time.

FLYING FOR COMPETITION.

Now in flying for competition you must train your birds to drop at dark—when I say dark I mean dark, not twilight—if you want to keep up with us Sheffielders, as all the records are held in Sheffield at the present time (1909), excepting for Christmas flies, and these are also all held by Sheffield-bred birds. I do not want fanciers to think that I mean there are no birds as good as these Sheffield Tipplers, because I know differently. I know there are a lot of good birds if they were properly treated. Some fanciers seem to think when they have flown a big time with their birds that there are no more as good. I would not say that of our Sheffield birds, but I will say there are none better, either for high or long time flying.

The first thing you ought to do, after you have selected your flying birds for competition, is to teach them how to drop at dark before you start them flying. Do not, as a lot of fanciers in Sheffield and other towns do, get them flying first and then try to run them a little later each time you have them out. This is where they miss their birds at night, and very often lose them. The best way to teach Tipplers to do this is to put them on the barley diet every night, as before mentioned, but instead of turning them out to fly, let them run about the cote top for an hour before it goes dark. As they will be hungry, throw a little linseed or white millet to keep them there, for the cote is where you should always try to drop your birds when they have been flying. Keep them out until it goes dark, then entice them into the cote by lighting a lamp inside and throwing a little barley inside the place where they are kept. You should also whistle to them at the same time, as they have to depend on the whistle a lot when they are up flying and it has gone dark. Keep them at this about a fortnight, or until you see they are not frightened at being out at dark; you will then be able to drive them with a stick instead of throwing barley.

After you have got their education so far advanced, still keep them on barley, but instead of letting them run about start them up, and make them fly as soon as you let them out, which should be about an hour before it goes dark. Let them fly about fifteen minutes or more if they will do it; if you see they are showing signs of settling somewhere else throw out your dropper and whistle them down, and let them stay on the top of the cote until it is dark before getting them inside. Each time you have them out let them go a little nearer dark until you can get them to drop at dusk or as near dark as you possibly can.

When you see that the birds understand it, let them out every other night, but let them out a little earlier, as they will fly longer. Always give them just about what they can do easily, and drop them at dark. Keep your birds at this until you see they are fairly used to dark, and they will fly until they separate at dark. You must then call them down by whistling, and you may shake a white handkerchief over the cote if it is too dark to see the dropper. This is the way the record holders were dropped after their record fly of 18½ hours.

Youngsters may be treated in the same way, only give wheat in place of barley until they are nine weeks old. When you have got your birds fairly used to the dark, as I have stated, they should fly from four to eight hours on barley, if the weather permits. You may turn them out if it rains, but do not give them too long a time under such conditions, as you must use your own judgment.

Now as to feeding. The last week before the competition day no one who does not know the birds can give you a recipe and guarantee them to fly on the particular day. As I have said before, some birds want more feeding than others, and some will fly better on one thing than another. I have won competitions with a three days' feeding after barley. I have also won with six days' feeding. There is a great difference in how birds come up to the pink of condition. You must understand you are getting them up for one great effort. You cannot keep them in this condition for a week; you must have them all there for that special day if you want to see them fly seventeen or eighteen hours. There is no end to the other different ways of feeding Tipplers for a fly, and experience will teach you which is the best way if you but use your own judgment. Still, you ought not to have much difficulty now, as I will give you the true facts as to how I fed for different big flies.

I was the first to fly fourteen hours with young birds in England, and it took me about sixteen minutes to get them down (of course, that sixteen minutes did not count, as the rule says your time shall be taken from the dropper being put out). I won the Sheffield and District Cup on this occasion by over five hours, and there were sixteen or seventeen competitors for it. I will give as near as I can remember the way I fed the birds for this competition :—

They were treated on barley and accustomed to dark, as already described.

The first change I gave them was wheat on the Monday night before the fly, which was on the following Monday, August Bank Holiday.

Tuesday they had maple peas.

Wednesday morning they had cake made up as follows :—½lb. Scotch oatmeal, one new-laid egg, half gill of new milk, mix them all together, let it stand for three hours before putting in the oven. It should be put in a rather hot oven at first, then finished off slowly, taking care not to burn it; you will be able to crush it up quite easily with a rolling pin before giving to the birds.

Wednesday night I gave wheat and peas.

Thursday morning, cake and a little canaryseed, very little of either.

Thursday, peas and a little of the cake.

Friday morning, cake and canaryseed, and I turned them out for eight hours, and dropped them at dark. I should here say that I always keep my birds in for two clear days before the fly day.

Friday night I gave them some tick beans, a good feed.

Saturday morning, cake, not much, and at night canary and hempseed, and then filled them up with Indian corn.

Sunday afternoon, about 6 o'clock, I gave them a little of the cake and hemp, and filled up with Indian corn.

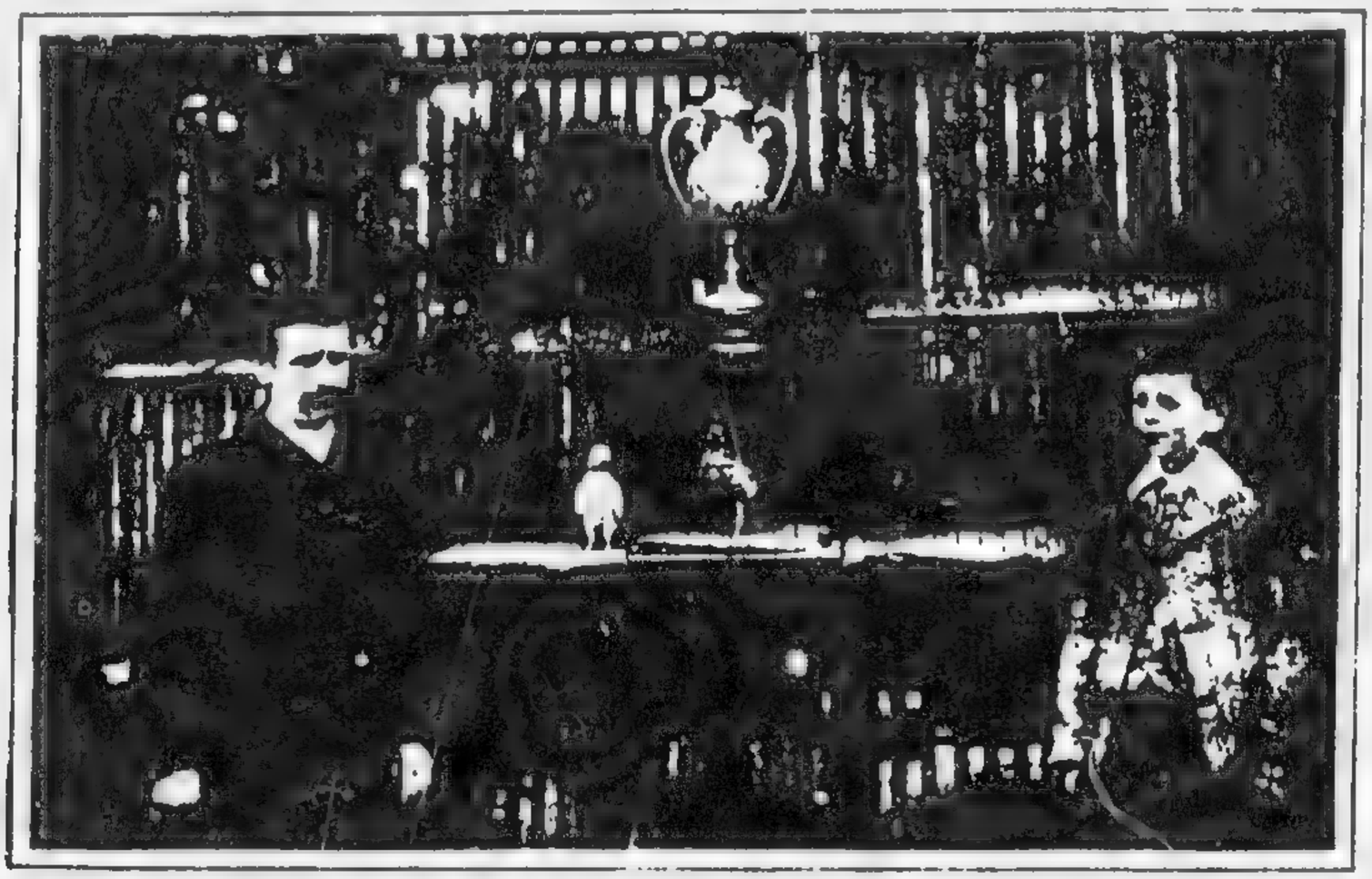
Monday, the fly day, I went to feed them at 4 a.m., and they would not eat or drink. I had over-fed them the night before. They were turned out at 6 a.m. and I put the dropper out at 8.4 p.m. They flew better the last four hours than they did the rest of the day. These birds were not over strong, and had very poor bodies, and this was their drink for the last week:—The first five days new-laid egg beaten up in milk, the latter part I gave them Parrish's chemical food diluted as before explained.

A month after this fly I had a trial on a five days' feed.. I gave them peas at night and cake in the mornings for three days. On the fourth morning I gave cake and canaryseed, and that night they had half peas and half Indian corn. On the fifth morning I gave them a little of each, hemp and canaryseed and cake, and at night a little hemp, and filled up with Indian corn

The next morning I gave them a little wheat and a drink of clean water, and turned them out two hours after, at 7 a.m. It was raining at the time, and it continued all day. I put the dropper out at 6.30 p.m., as they were wet through. They were watched by many fanciers, amongst whom was Mr. T. Curbishley, who then held the old bird record of England, 17 hours 25 minutes. He said it was the best fly he had ever seen young birds do, as they had the wind against them as well as the rain. These birds had milk and eggs beaten up to drink from the first feed until the night before the fly, when I gave them clean water.

These three birds were two hens and a cock, all bred from one pair. I bred the present record holders from old birds, and instructed Mr. Ward how to feed them for their two great flies last year viz., Easter and Whitsuntide, 1908. They flew the longest time in England in competition both days. The latter stands as the world's record.

The record holders are three cocks. The sire of one of these birds is grandsire to the other two, their sire being a brother to the three youngsters



Mr. Speight, his Son, Three Tippler Hens, and the Old Bird Challenge Cup of the Old Original T. & T.P.F.A.

This challenge cup has been in competition since 1898, with the following interesting results:—That year Mr. G. Baxter won it with 5 hrs. 22 mins., and again in 1900 with 16 hrs. 1 min. The late Mr. E. Wimpney won it in 1901 with 15 hrs. 27 mins.; 1903 brought up Mr. T. Curbishley with 17 hrs. 25 mins., and 1904 saw Mr. R. Gregory's birds fly the remarkable time of 17½ hours, which, up to 1908, remained a record.

In 1905 Mr. Speight won with 9 hrs. 21 mins.; in 1906 he again took first place with 6 hrs. 14 mins.; and in 1907 repeated the tale of success, and won the cup outright with 15 hrs. 23 mins.

I flew 14 hours 4 minutes. The hen, named Lird is sire to all three youngsters mentioned, so I think he will take some beating for a stock bird. He is a blue, like nearly all his stock. I am still breeding with him and his stock, and hope to furnish some more record birds. All the three birds that hold the record are turned two years old; one of them is four years this turn.

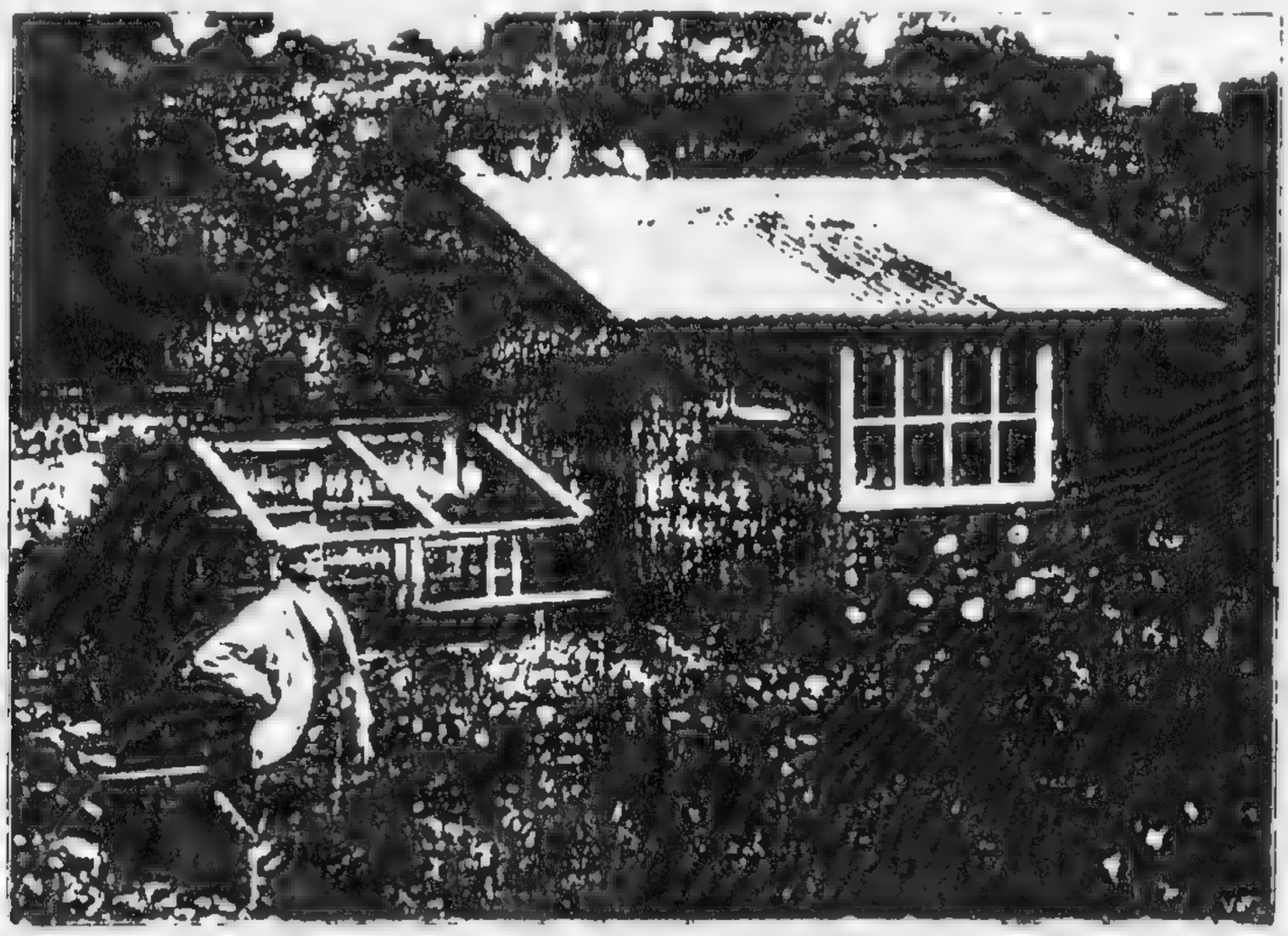
It is worth noting that they flew on barley last year from six to ten hours, according to the weather. They were put on the barley diet as soon as they had got through the moult, and were not changed off it until four days before the competition day, Easter Monday. For this there were two referees, as they were in two flies, and we won them both.

Thursday night was their first change, and they had wheat and maple peas.

Friday morning, a little dried bread crushed up, then a drink of water. They were shut up until one o'clock, when they were turned out and flew until it was dark, when we got them in. They were fed on grey peas, given a drink, and left until Saturday night, when they were fed on wheat and Indian corn, half of each.

Sunday morning they had canaryseed about 5 a.m. Then at 5 p.m. we gave them canaryseed, a little wheat, and filled up with Indian corn, not giving them much wheat.

Easter Monday they were fed two hours before they went out for the competition on canaryseed and wheat. There were snowstorms all day, but despite all this they stuck to their guns all day until dark; 13 hours 45 minutes was the official time when we started to drop them. It was the longest time in England that day.



Mr. W. Worrall's Tippler Loft at Congleton.

In forwarding this picture Mr. Worrall wrote:—"There is no doubt that this question of position is one of importance in Tippler flying. The loft shown is 10 feet by 7 feet inside, with a pen attached, and is situated in a garden about two hundred yards away from the nearest building. The result is that birds always settle on the roof of the loft, instead of on high buildings. I do not fly birds for competition, but simply for my own amusement, although birds bred from my loft have been flown for a very long time in open competition."

After their fly they were put on the barley diet again, and only let out to fly about every four or six days, when they flew from six to eight hours. For their next competition they were changed off barley one day earlier than the Easter fly. They had a little of the cake mentioned with each meal, and Parrish's diluted as before mentioned to drink. This was for the Whitsuntide fly. There were two referees as before. With the exception of the

above-mentioned, their feed consisted of about the same as for their Easter fly.

This fly took place on Whit-Tuesday. They were liberated at 3.30 a.m., and were still flying at 9.45 p.m., when we decided to drop them, as they had won and broken all records. Their official time was 18 hours 15 minutes. Before the hens had always held the records. They are the only cocks that have flown over seventeen hours.

I think after these notes about flying Tipplers readers will be poor fanciers if they cannot fly them the day. I never had anything like this to help me. Mr. T. Curbishley was the man to enlighten me, by giving me a few minor points, and telling me to use my judgment, which is the principal thing in Tippler flying. I should also like to state here that I have acquired much knowledge through reading *The Feathered World*, and I should advise all fanciers, whether novices or old hands, to take it every week, and always study Mr. Fletcher's notes, and also Mr. Fellowes's answers to queries on pigeons therein. To conclude I will give a few hints on what to do and what not to do which should be helpful.

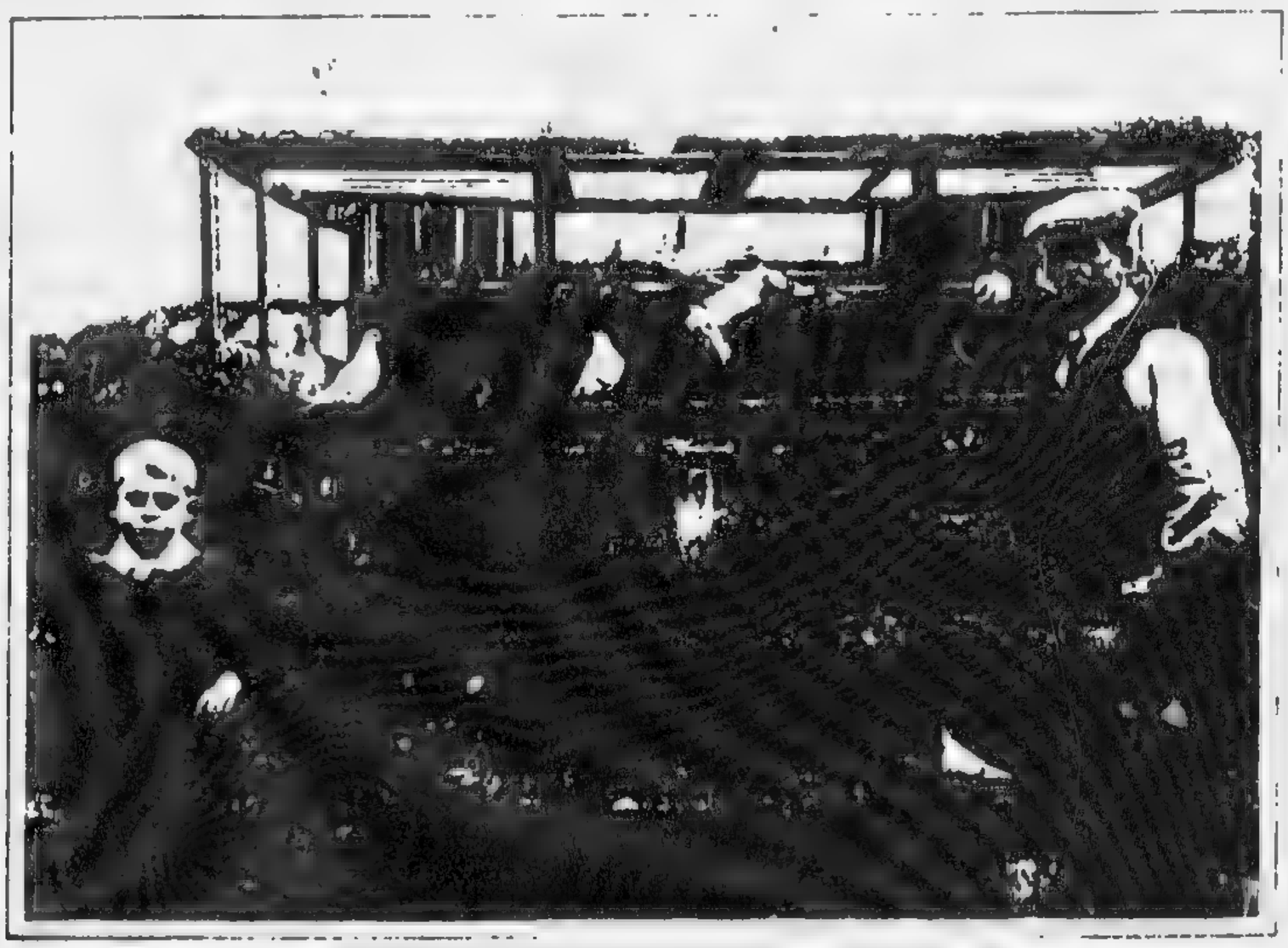
Always give your birds linseed twice a week, and when the birds are on barley give it just before feeding them with that. Always clean the cote out and put fresh sand down while the birds are out flying. Never leave the water in the cote, or any spare corn on the floor.

Don't give the birds too much to do before a fly. Always turn them out for what you think they can do, and drop them at dark.

You may give the birds a little dried bread crushed up and a drink when they are going out whilst on the barley. Always get the best corn, especially barley. You should have it in stock for at least a month before using it for flying birds, and keep it in a dry, warm place.

Don't fly birds when they are moulting their last three flight feathers.

Always try to arrange so as to have twelve hours between each meal if they are being fed twice a day; and don't give them more than half a crop full each time. This is important.



Mr. Ward, his Tippler Loft, and his Son.

Don't feed them too much on the fly morning. Give nothing except a drink if it is a very heavy and wet day.

Don't have any birds running about or flying about while the flyers are out.

Always try to drop your birds on the cote. If they drop on the roofs of houses, frighten them off.

Never buy cheap rubbish to mate with your birds, such as we see advertised sometimes. It is the cheapest and best way to pay a decent price, and get the best first off.

Rub all corn in a dry cloth two weeks before a fly or competition, also use a wooden trough to feed the birds out of.

Don't use a light to drop them with at night if training for competition.

You may physic your birds about a fortnight before a competition. We always use rue tea for about three nights.

A few drops of tincture of iron are good to put in the water when the birds are on barley.

Put pieces of wood up between the perches so that the birds cannot see each other when perched. It will do a lot to prevent them pairing up, as hens very often do, and cocks as well. It also keeps them from fighting so much.

Here is a tonic (or more in the shape of a sustenance, as Mr. Fletcher says, in *The Feathered World* of September 11th, 1908, in dealing with tonics for pigeons). I should like fanciers to try it. I have not tried it yet for a big fly, but I have tried it in other ways, and found it a good thing, and I think they will find it a success if used as I advise. Beat one egg with one tablespoonful of port wine. Make it into pellets with fine oatmeal. Give one each, each time you feed the birds after they have had their last fly before the competition day. Give it after they have had their ordinary feed, but before they have a drink. Novices should take notice of all tonics and the like they see published in *The Feathered World* from time to time. I try lots of experiments. In fact, I never feed my pigeons exactly twice alike for a fly. I like to gain experience, and use my judgment, as we all have to do if we want to do anything big with flying Tipplers.

I have now done my best to explain my system of feeding and training flying Tipplers, and I should advise novices to steer clear of the men that advertise birds that will fly in the clouds all day without special training or feeding. I have tried all sorts, and they will not do it. If there is anything the reader cannot understand or wants to know I will willingly explain if I can, either through *The Feathered World*, or, on receipt of stamped addressed envelope, through our Editor, Mrs. Comyns-Lewer.

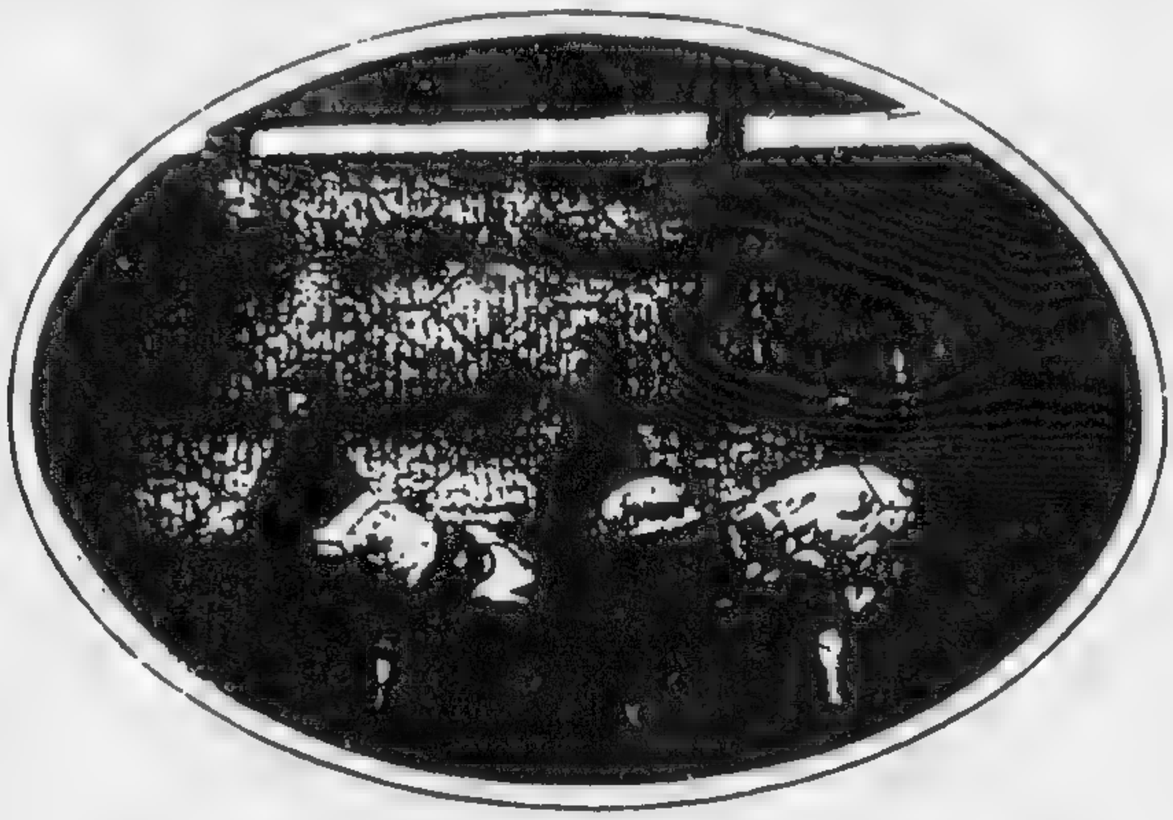
CHAPTER XII.

FLYING TIPPLERS.

[The following notes by Mr. A. Stephenson have been so much appreciated by our older readers that I thought they would also form a suitable appendix to this book, especially as the numbers in which they originally appeared are out of print.—Ed.]

The Flying Tippler is one of the most wonderful and interesting pigeons that any fancier who is of a stay-at-home turn of mind can adopt as a hobby. The great advantage of the lover of Flying Tipplers is that he can enjoy the pleasure of witnessing his birds doing their long flying performances without leaving his own premises, in contrast to the Homing fancier, who is compelled to send his birds long distances in order to find out their true merit. Then, again, the Tippler fancier who wishes to be successful has to be an early riser, thus cultivating good habits.

It is said by many that Tipplers were originally produced in the town of Macclesfield, from whence they take their name. Be this as it may, it is quite certain they have always been largely flown in the county of Cheshire; and the fanciers of Stockport, Congleton, Mowcop, Bradley Green, and other places, extending to Leek and the Potteries, have in the past possessed some of the best and purest strains that could be obtained. Consequently



Mr. Ward's Record-breaking Tipplers.

Flying 18½ hours in the Whitsuntide (1908) fly of the Walkley Tippler Club.

the fame of the Cheshire Tippler has been so widespread, and the demand so great, that almost all the best birds have been drawn out of the district; and in this respect no town has suffered so much as Congleton, which has had the honour of producing some of the best birds that ever were on the wing. Of late years the variety has extended all over the country, and the districts of Leicester, Nottingham, and Sheffield now have their claimants for championship honours in the art of long flying. Furthermore, the fanciers of the last-mentioned towns have done much to improve the stamp of bird and to bring out the flying qualities of the variety. This has only been obtained by judicious breeding and exercising great discretion in the selection of stock birds, which have been crossed with the strong non-tumbling Tumbler and the flying Cumulet. The result is that the Tippler of to-day stands out as near perfection as it ever will, for they are now flown from light to dark, and it is impossible to do more than this.

Notwithstanding the praiseworthy results of these fanciers, there are certain uncharitable persons who prefer to style some of the best long-flying birds cross-breeds, and question the notion of their entering in flying competitions. In my opinion these ideas are only held by narrow-minded individuals, who would only be too glad to possess some of the birds themselves.

There are many who ask if this variety should tumble over, and I have noticed that correspondents have sometimes been informed that the Tipplers should tumble over once only. This shows a lack of experience or want of knowledge, as a Tippler should never show the least signs of tumbling. A good kit of birds will fly very slowly, so slowly, in fact, that at times they scarcely appear to be moving. They will fly round and round, striking off in fresh circles, wandering all over the town. At each turning point they are like a line of soldiers wheeling round, all keeping close together, and if the birds are light-coloured ones they will flash in the sun like dazzling snowflakes. In flying handicaps or matches, three birds are generally flown, and cocks usually selected. Some fanciers prefer to fly three brother cocks, and others the father and two sons. In support of this method I may say that three or five birds of one strain will fly together in better style, and do longer time, than will a kit where each bird represents a different strain, and this can easily be ascertained by any fancier making the experiment and thus deciding the matter for himself.

I suppose some of my readers will be asking the question, "But what about the hens? Why not fly them in matches?" Well, of course, hens can and do fly equally long as cocks; in fact, they usually fly much higher, especially when they have squeakers ten days old, up to the time they go to nest again. But I have found from experience that they are not so reliable as cocks, and are also apt to be flown away from home. Then, again, the cocks are in good flying condition as soon as the hen commences to sit, and can be depended upon up to the time the hen again goes to nest, flying right through the sitting and feeding operations. This is the reason that the final selection is made in favour of the cocks.

VARIETY OF COLOUR.

Not the least charming feature of flying Tipplers is the variety of colour in which this bird is to be found. I am not aware, however, that any particular colour can claim an additional advantage of skill or value for flying purposes, although there are fanciers who seem possessed of the idea that such is the case, and the same having adopted a certain colour there is no turning them from it, and especially if they happen to be fairly successful in that of their choice.

For fanciers residing in large manufacturing towns I recommend the selection of dark varieties, such as bronzes, blacks, chequers, blues, grizzles, and dark mottles, as they are more suitable and much easier kept in a nice clean condition. But for agricultural districts I like to see light mottles, chucks, duns, and the old-fashioned Chalkner breed, which is now seldom met with. I wish readers to thoroughly understand that it is not the colour that influences or produces the flying properties, but the strain. At the same time, however, it gives a fancier much more pleasure, and he takes more pride in his birds, when they are always clean and in the pink of condition; hence my reason for making the above suggestions, for it is impossible to keep the light species clean in districts where smoke abounds.

Another matter that I must draw attention to is the

HANDLING OF BIRDS.

They scarcely ever ought to be touched with the hands, as by so doing the owner removes the powder or floury substance all birds seem to be provided with by nature, and when this coating is destroyed it is impossible for birds to fly any length of time, and the least shower of rain will send them down. On the other hand, birds that are properly trained to leave the loft by simply driving them through the trap-box with a short stick, touching them on the back with it, they soon get to learn what is meant and required of them. I have known such to fly hours in a drizzling rain, and nothing short of a deluge or heavy storm would send them down until they are tired out.

DISTINGUISHING A GOOD FLYER.

Having discussed colour, etc., I will now endeavour to give novices and others interested in the Fancy a few particulars by which they may be able to distinguish a good flying Tippler, and form some opinion of what is required. In selecting Tipplers, choose birds of a medium size, with good, broad, muscular shoulders; broad chest, and that of the hen to be more prominent than the cock; short neck, well covered with loose, mealy-looking feathers—in hens I prefer those that hold the head and neck well set back, thus throwing out the chest; head, medium size, not too long;

short body, and inclined to be cobby; well sprung ribs; legs must be very short and without any feathering; feet should be small and neat; pearl eyes, standing out prominently, with small cere; tail short, and feathers so broad as to form a perfect fan when spread out; flights should be very broad. In all brown prints and mottles those that are kitey on the inner portion of wing will generally be found the best for long flying purposes. The Leicester type of Tippler will generally be found larger birds than those of the Cheshire, Leek, and Pottery strains. They are really more of an oblong shape, being longer in the body, head, and legs. They do not possess the width of chest in same proportion the others do, consequently they appear very narrow. They, however, have large powerful wings, which, when they are flying gives them the appearance of being larger birds than they really are.

GETTING A GOOD STRAIN.

The next item to be considered is the getting together of a good strain of birds, and the intending fancier will do well to understand that a small kit of good birds will give infinitely more satisfaction than a large number of inferior ones. The best plan to adopt is to obtain a pair of youngsters from a reliable loft, and a second or third pair from other reliable sources. Then, in course of time, pair up the birds and cross their produce until you establish, as it were, a flying strain of your own. Another plan is to purchase a couple of pairs of unrelated stock birds, guaranteed to breed genuine long flyers, and then cross their offsprings and introduce a change of blood as required, but whichever course is pursued don't be afraid of speculating a few shillings at the onset, and, if at all possible, see the birds fly, and purchase them by the hour, then you will be satisfied that you have got the right stamp to work upon. I should strongly advise a new fancier not to purchase any birds until he has seen them fly. If this is not convenient on account of expense or loss of time, then obtain them from some well-known fancier, whose birds can be relied upon.

I am no advocate for in-breeding, but I once knew an old fancier who had an exceptionally good pair of stock birds, which had in their time produced many good youngsters. Well, he had the misfortune to lose the hen, and decided to pair up the cock to a daughter, with the result that every bird they bred proved to be extraordinarily long flyers, and better than any he had ever previously flown; indeed, he assured me that they were never tired, even after flying all day, and this I could quite believe, for I had frequently noticed the same thing myself. This occurred some years ago, and since that time I have conversed with several leading lights in the Tippler world, who occasionally adopt in-breeding, and I recollect one fancier in particular, who remarked that when a man was once successful in having a good strain of birds, he would do all in his power to maintain it and keep up the standard, and that on account of flying away so many birds from home he was obliged to resort to in-breeding, as the only course to adopt in order to keep up the original breed.

POSITION OF LOFT.

Situation of residence has a lot to do with the success or otherwise of Tippler flying, and the fancier whose abode is in a flat or level part of a town will find his birds average longer time than one who resides in a hilly district. The reason of this is because the birds are not interfered with by the wind, which is an important factor in long flying, as in nine cases out of ten it either gives assistance or prevents them from flying. How frequently do we hear of a disappointed competitor making the remark that if it had not been for the adverse wind his birds would have given a better exposition, and would probably not have been defeated, and indeed oftentimes this is quite correct. As an example, a fancier resides at the foot or halfway up a steep hill. When the wind is blowing in a downward direction it is impossible for his birds to make any headway, and in a very short time they will be down; on the other hand, when the wind is blowing in an upward direction it adds hours to their usual time of flying, *i.e.*, when the weather is calm. These are all important items that lead to success and have to be duly considered when entering in any handicap.

Another big disadvantage to a Tippler fancier is to have tall chimneys or high buildings near his residence. Should he possess any birds not equal in merit to his other stock they will occasionally drop out and settle on such a building, and in time the others will follow suit, until eventually the place will prove a veritable bugbear. Then the owner will either have to remove or sell out and obtain a fresh stock. Again, in the training of youngsters, they seem to take quite naturally to these high buildings, and it is exceedingly difficult to break them off the habit. I have known them to drop on and remain there the whole of a day, basking in the sun, until evening approaches; then they will strike off for home, and being quite fresh it is a hard task to drop them, for they are so stupid and keep returning to the high buildings, which seem to possess a kind of fascination for them. In consequence of this difficulty arising with youngsters it is a good plan to put them out as soon as they obtain the power of flight. Then be content with letting them roost about the housetops, until nine to twelve weeks old. At this age they should have obtained a good knowledge of their surroundings, and you can commence training them, first by putting them up with an old stock bird that will not fly too long, and that can be depended upon to drop at home. Another good idea and a very successful one, too, is to keep them up until late in the afternoon, and then toss two or three pairs up in the air to a kit already flying, and which, through having been flying all the day, are expected to drop in a short time. The youngsters will soon band with the old birds, and after a few weeks' treatment of this kind will be experienced enough to liberate along with the kit.

FEEDING YOUNGSTERS BEFORE FLYING.

The owner must be particular to note all youngsters have a good feed before putting them out early in the day, as if they should happen to strike up and drop away they are better able to plod for home, and, not being hungry, are not so liable to be tempted down to food, offered as a bait by unscrupulous persons, which unfortunately all towns seem to be infested with. But when letting them out late in the day, have them hungry, as they are not so apt to wander from home at evening, and will come down with the old birds to feed.

When convenient always remove youngsters to another cote as soon as they are able to shift for themselves. From my experience it is much better to liberate them on the days the flyers are kept in, and to be content with letting them roost about the house until they commence to cast their flights. At this period they have a good understanding of their surroundings and you may send them in the air with an old stock bird.

Respecting youngsters, I do not advise letting them have the liberty of going in and out as they choose. Train them to come down as soon as the trap-door is opened is the best plan. When the flyers are out, close the door, keeping the sitting birds in semi-darkness. They will then sit very closely, whichever sex it is that is on the nests. If you have success with them they will soon begin to do good time, and will provide you amusement in the months of August and September, when the old birds are in the moult.

When any birds seem out of sorts, fill the fountain with rue tea, and leave in the loft two days. This will soon put them in order; in fact, I know fanciers who give it to their birds every month while they are being kept in for nesting operations.

SUITABLE LOFT.

As to the loft suitable for this variety, during the past few years several well known fanciers have stated their views on this matter in the columns of the *F. W.* But I must say that as the average fanciers of Flying Tipplers are working men, the majority of the suggested lofts, and especially those that advise the use of special compartments for different kits, are quite beyond the reach of many, and if the success of long flying depended upon the possession of one of these, then I'm afraid the Fancy would soon decline. However, I am pleased to state, such is not the case, and all that is necessary is to have a loft or cote built to accommodate in comfort, and without overcrowding, the number of birds intended to be kept. The following is a loft suitable for three or four pairs of flyers, besides a pair or so of stock birds, and for the benefit of present readers who did not observe it I will reproduce the same, and I may say that it can be put together by any handy man at a cost not exceeding 25s. to 30s. Of course, those fanciers who wish, and are in a position to fly a large kit, can increase the size of the loft by adding to the length and width proportionately. Length 5ft. 6in., width 4ft. 6in., height 5ft., with a span roof 6ft. 6in. high in the centre. By putting in a floor 2ft. 6in. from the bottom, you thus have two complete and separate compartments in one house, and are enabled to keep the flyers in the top loft, while in the bottom you can put the youngsters and also the stock birds if any are kept. Place the door at right hand side of cote lengthwise, size 2ft. 4in. wide by 5ft. high, also have a separate wire netted door to each compartment. In order to be able to get in the top loft, make a trap door 2ft. 4in. square in the floor. Place the perches about nine inches apart, also have a small window to each loft. These can be put on left hand side of cote, behind the door. At the right end of cote make a pen 4ft. 6in. square, and 5ft. high. Board the top, back and end, and wire net the front; make an entrance to the pen from each compartment. This pen will be very convenient for the youngsters, also when the birds are separated for the moulting and winter months, allowing the cocks the use one week and the hens another, thus being able to obtain plenty of exercise and fresh air, which otherwise they would not get. Do not, however, on any account allow the flying birds to enter the pen during the breeding and flying season. Place the trap box at front of cote, and have one to each house. Insert a pair of bob-wires in the boxes. These will allow birds to enter, and prevent cats from obtaining admission.

THE PROPER TIME FOR FLYING.

Now I always maintain that upon a knowledge of the proper time for flying depends the success of Tippler flying, and the young fancier will do well to carefully note the following remarks:—

Never put out any birds that are chasing until the hen has laid both eggs and they have settled down to their sitting. It is a good plan to select three or five pairs of birds and put in one cote. Endeavour to get all sitting at the same time, and if successful put out the cocks twice a week. The hens can go out any of the other days. If one pair should accidentally destroy their eggs, then keep that pair in the cote until sitting, when they will be again all right for flying. When the young are leaving the nest and the birds are preparing for another sitting, then keep all the lot in and feed entirely on dried barley until sitting. When the birds are successfully mated up, give small maize (well dried in the oven) for mornings, and mixed maize and white peas (again dried) for evenings, always taking out the water fountain after each meal; as the days get longer and warmer, so the fancier will find his birds will do longer time. When birds are flying 10 to 11 or 12 hours, twice a week is quite sufficient to put them out. Feed all day Monday as above, on Tuesday give dried maize in the morning, with a handful of Spanish canaryseed and linseed tea to drink; on Tuesday evening feed on stale bread, well buttered, and rubbed through the hands in crumbs, also a handful of rapeseed, with linseed tea to drink. On Wednesday morning feed on maize

and white peas, with a little rice. Give clean water to drink, and in half-an-hour put them out to fly. After the day's fly feed on dried barley, with a little warm water to drink. On Saturday morning feed on bread and hard-boiled egg, well mixed together. On Saturday evening feed as on Tuesday night, and on Sunday same as on Wednesday, again putting out to fly. If the birds are good they will fly all day with ease; in fact, I have flown birds 15¼ hours on the above diet on a hot summer's day.

FEEDING AND TRAINING.

I will now endeavour to make quite clear the various methods of feeding and training for long and high flying, also the general treatment at all seasons.

First, let me say it is wise to separate the sexes during the months of October to March, and if they are kept in captivity for the greater part of this period the owner will be repaid by the fact of his birds being greatly invigorated by the enforced rest. Besides this consideration, he will have the satisfaction of being in actual possession of his flyers at the commencement of the breeding season. This of itself should be sufficient inducement for fanciers to adopt the above system, for there is no doubt the man who attempts to fly these long-time birds in the winter months runs a big risk. Not only are the birds unsettled through being parted, but the days are not long enough and the weather is so unreliable, so much so that I consider it positively dangerous to put birds possessing any true mettle out, for the finest and clearest morning may turn to a deep mist or thick fog at noon, to say nothing of snowstorms; and then, what of the birds? They are missing, to the owner's intense chagrin; so that, after all, it is the wisest course to avoid these vagaries by keeping the stock up.

During this time let the principal diet be malt barley dried in the oven. Occasionally give them a treat, such as a mixture of seeds, consisting of canary, rape, and linseed, say twice a week. This food will keep them in prime condition through all the late autumn and winter months. Feed twice daily, and give water to drink, putting in the fountain for five minutes after feeding, and then taking it out.

In feeding do not use hoppers for Tipplers. Throw a little food on the floor, and let them scramble for it. When this is picked up give more, until they are satisfied. Do not by any means put down at once what you suppose will be sufficient, but entice them, as it were, by small quantities, and don't allow any food to remain on the floor.

When the month of March arrives, and if it be genial weather, free from east winds, pair up the birds about the second week. Should it, however, be a cold month, better defer same to the beginning of April. Give them all a dose of physic, such as rue tea or Epsom salts. When they are settled down to nesting operations and commenced to sit, put them out to fly, letting the cocks out one day and the hens another. Do not on any account put them out until actually sitting, and never allow a male bird to see his mate outside the loft. Fly them alternately in this manner, and as often as possible, for two to three weeks. At this stage they will have got rid of their stiffness consequent on having been kept up, and will begin to get into something like form. When they attain ten to eleven hours, two flies a week or five a fortnight will be quite sufficient.

When the birds have reared the first nest and show signs of being merry, keep them up and feed entirely on dried barley until again sitting. Continue this method between each nest. Then the owner cannot help but be successful in the art of long flying, for this is really all the secret business there is in Tippler flying, although some fanciers like to assume a sort of superior knowledge, and profess they can make birds fly all day by their special process. Do not, however, be gulled. They cannot do it unless their birds are either sitting or feeding, but this fact they do not tell you. It would be letting the cat out of the bag, and that is not their intention.

When the birds commence to fly the food must be entirely changed.

Recipe No. 1.

Feed on First Day.—Morning: Best cinquintina corn (small maize) well dried in the oven, with water to drink. Evening: cinquintina and white peas, equal proportion, both dried until all the moisture is evaporated, with strong linseed tea to drink.

Second Day.—Feed in morning same as previous day, with the addition of 3 oz. of best canaryseed. Give linseed tea as rich as you can make it to drink. Evening: Feed on dried bread crushed up and a handful of summer rapeseed, with canaryseed tea to drink.

Third Day.—Morning: Feed on cinquintina, then a few white peas, water to drink, and in half an hour, when the food has had time to settle, put out to fly. Evening: After the day's fly, feed on dried malt barley and aired water to drink.

Fourth Day.—Feed morning and evening as on first day.

Fifth Day.—Feed as on second day.

Sixth Day.—Morning: Give crushed dried bread (dry in oven), then give as much canaryseed as they will eat, and strong linseed tea to drink. Evening: Feed as on evening of second day.

Seventh Day.—Feed as on third day, and again put out to fly.

The above feed will be found a very serviceable one for general use throughout the season.

Recipe No. 2.

First Day.—Prepare a mixture of bread (not dried), simply reduced to crumbs; add two hard-boiled eggs chopped up fine, also 3 oz. of canaryseed and 1 oz. of red millet. Mix the whole well up with beef dripping to the consistency of lark-paste; feed morning and evening, with water to drink.

Second Day.—Again feed on this diet.

Third Day.—Morning: Give a handful of lentils. When this is eaten up, give dried cinquintina until

they have had sufficient, and strong linseed-tea to drink. Evening: Feed on white peas and cinquintina in equal proportion, both dried, and canaryseed tea to drink.

Fourth Day.—Morning: Feed on cinquintina and best wheat. Should the day be hot, give some rice water to drink, and in half an hour put them out to fly. Evening: Feed on dried wheat, with aired water to drink.

Fifth, Sixth, and Seventh Days.—Repeat first, second, and third days' diet.

Eighth Day.—Repeat the fourth day and again put out to fly. The above will be found a very valuable feed.

Recipe No. 3.

First Day.—Morning: Give dried cinquintina, then 2 oz. of linseed, with water to drink. Evening: Feed on cinquintina and grey peas, both dried, in equal proportion, with strong linseed tea to drink.

Second Day.—Repeat the diet of first day.

Third Day.—Morning: Feed on dried English wheat, and give canaryseed tea to drink. Evening: Feed on buttered bread (not dried) mixed with a hard-boiled egg, chopped up very fine and well rubbed together. Give beef-tea to drink, and in preparing this use lean beef, not the extracts, as they are too highly flavoured. After the birds have fed their young, give them 2 oz. of turnipseed well mixed in 2 oz. of breadcrumbs.

Fourth Day.—Morning: Feed on cinquintina and wheat, with water to drink. After feeding young, give as much canaryseed as they will eat, and in half an hour put out to fly. Evening: Feed on their return on crushed bread, and give aired water to drink.

Fifth, Sixth, and Seventh Days.—Repeat the diets of first, second, and third days.

Eighth Day.—Repeat the fourth day, and again put out to fly.

This feed will be found very effective when the birds are feeding youngsters.

Recipe No. 4.

First and Second Days.—Feed on cinquintina and white peas in equal quantities, with strong linseed tea to drink.

Third Day.—Feed morning and evening on a preparation of English wheat that has been steeped in strong ale, then strain off and mix the wheat in Scotch oatmeal, dry gradually in a slow oven and then crush, with beef-tea to drink.

Fourth Day.—Morning: Feed on groats and canaryseed, as much as they will eat, then fill up with cinquintina; give water to drink, and in half an hour put out to fly.

Fifth, Sixth, and Seventh Days.—Repeat first, second, and third diets, and on the eighth day repeat the fourth day, again putting out to fly.

Recipe No. 5.

How to train a kit of birds to take part in a handicap. Set the birds you intend to fly sitting, and, when settled down, feed on crushed dry bread moistened with strong rue tea, with water to drink. Give this diet for two days.

Third Day.—In the morning feed on dried cinquintina, and put out to fly, in order that they may have some exercise. Evening: Feed on grey peas and wheat, both dried, and aired water to drink.

Fourth Day.—In the morning feed on dried cinquintina, and at evening feed on white peas and cinquintina, both dried hard, with strong linseed tea to drink at both meals.

Fifth Day.—Feed morning and evening on a mixture of wheat, groats, and red millet that has been soaked for twelve hours in tea made from grains of paradise; strain off and dry gently and not too much in the oven, with water to drink.

Sixth Day.—Give a few dried white peas and as much canaryseed as they can eat, with strong linseed tea to drink. Evening: Feed on breadcrumbs and one hard-boiled egg chopped up fine and well mixed in beef dripping, with canaryseed tea to drink.

Seventh Day.—Morning: Cinquintina, rice, and canaryseed, water to drink, and in half an hour put out for a trial fly. Evening: Feed on crushed dry bread, with aired water to drink.

Eighth, Ninth, and Tenth Days.—Repeat the feeding of fourth, fifth, and sixth days for morning and evening.

Tenth Day.—Give an extra feed at mid-day. Let this consist of one ounce of turnipseed mixed with a few breadcrumbs, but do not give them the fountain.

Eleventh Day.—Repeat the feed of the seventh day, and put out for the final fly. During the last three days the birds must be kept in semi-darkness, except at meals.

Recipe No. 6.

Another valuable feed for a match. Get the birds sitting, and as soon as settled down put out to fly. Feed at night on crushed bread well moistened with rue tea, with aired water to drink.

First Day.—Morning: Hard dry cinquintina, with water to drink. Evening: Give equal quantities of dried wheat and white peas, with linseed tea to drink.

Second Day.—Morning: Dried cinquintina, and beef-tea to drink. Evening: Dried cinquintina and white peas, with beef-tea to drink.

Third Day.—Give crushed bread well mixed with hard-boiled egg, and strong linseed tea to drink. At evening feed on a mixture of Scotch oatmeal and two ounces of turnipseed well mixed in beef-dripping, dry, and crushed up fine. When this is eaten give as much Spanish canaryseed as they will eat, and beef-tea to drink.

Fourth Day.—Should the weather be hot, feed on rice and wheat, then canaryseed, with water to drink, and put out in half an hour for a trial fly. If, however, the day be rough and windy, feed on cinquintina and white peas instead. Evening: Feed on crushed bread moistened with rue tea, and aired water to drink.

Fifth, Sixth, and Seventh Days.—Repeat the diets of first, second, and third days.

Eighth Day.—Repeat the fourth, and if the instructions have been carefully carried out the birds will be found flying about the loft flapping their wings, seeming full of fly. After feeding put out in half an hour for the final fly. The last three days the loft must be in semi-darkness.

HINTS.

I will now conclude the subject by giving a few golden hints to be observed by all lovers of Flying Tipplers.

Always clean away the droppings every morning, and scatter dry sand on the floor. Should this not be available use slacked lime dried to powder as a substitute.

A piece of rock salt kept in the loft is very good for the birds, and keeps them in health.

Use sawdust for the nest pans or boxes; it will keep insects away from the young.

Tipplers Away.

The Birds Rising.

Take all youngsters out of the flying loft as soon as they are able to shift for themselves.

Remember that high-flyers of any description, whether Tipplers, Tumblers, or Cumulets, fly longer time and in better style when sitting and feeding than at any other period.

Do not give the fountain before feeding, and never leave it in the loft.

After a long day's fly give aired water to drink; it prevents them taking a chill, consequent on their being so hot with the exertion of flying.

Recognise the importance of regularity of feeding the same time daily, not six o'clock one morning and eight another.

Should any fancier experience a difficulty in starting birds to moult, give strong tea to drink made from the African marigold (leaves and flowers). After three days' treatment the feathers will begin to fall.

And now a word about feeding. Do not over-feed this variety, and never allow food to remain after meals. Much better results follow when they scramble and rush about for food as it is given.

Finally, endeavour to put the same birds out on every occasion, they will then keep close together and are not so liable to join other kits.

A LINCOLN LOFT AND TIPPLERS IN FLIGHT.

The following notes on the above subject were contributed by Mr. Edgar Chamberlain to *The Feathered World*, No. 812, and may be of value :—

The double breeding loft, fitted with a common flight, is 18ft. long by 4ft. 6in. wide by 6in. high. The lofts occupy the two extreme ends of the combination, while the flight, which is used by the occupants of both, is in t middle. Flight as well as lofts is covered in, t front only of the former consisting of wire ne g of very small mesh. The dimensions of ea loft are the same, being 5ft. 6in. by 4ft. 6in. by ., while the flight is 7ft. by 4ft. 6in. by 6ft. T lofts are fitted with small windows, and are wel entilated, and can be shut off from the flights at ll by a wooden partition. The floors of the l s are of wood, while that of the flight consists sand and gravel.

Each pair of birds l a separate convenient breeding compartment, 3in. long by 13in. wide by 1ft. 6in. high. , secures freedom from molestation during tl breeding season. Lofts and flight are kept s ulously clean and are fitted partly with bracket d partly with box-perches. The whole is thoro hly limewashed twice a year and cleansed once day. In order to secure good, strong and vigo s birds, the youngsters are

The Birds Alight.

turned into the flight at three weeks old, and thus their feeding is insured, for, if their own parents neglect them, they are sure to be fed by other birds, for there is such a jumble that recognition seems almost impossible. A great advantage is secured by the use of a double breeding-loft of this description, for when the breeding season is over, and the sexes are separated, the cocks can be placed in one and the hens in the other, each taking turn in the use of the flight.

Trapping (Note Bird on Rod).

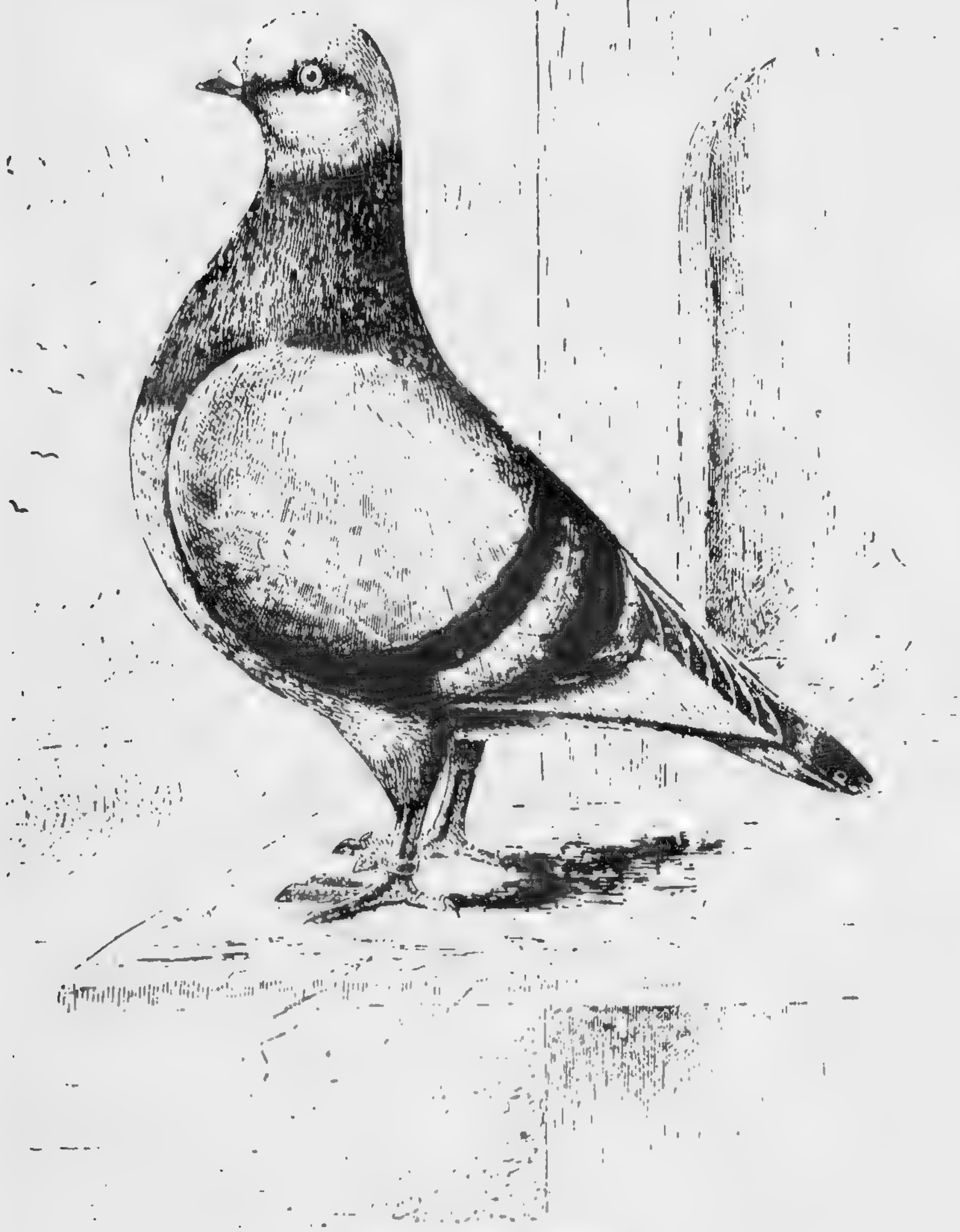
Directly the youngsters are able to take care of themselves, they are, or should be, placed in a nursery or the young bird loft, fitted with box-perches and every other convenience, from which they emerge to show their capabilities as flyers.

The loft which the flying birds occupy is of larger dimensions than those already noted, being 7ft. long by 4ft. 4in. wide by 7ft. high. This loft is, again, well lighted and ventilated, and is fitted with box-perches and a trap. The trap is well worth describing. As this loft abuts on to the breeding lofts, the trap is placed in the roof of the latter. Its dimensions are wonderful, being 5ft. 6in. long, 5ft. wide, and 13in. high. The sides of the trap are in reality doors, which can be opened or shut at will. The whole is covered with wire netting of small mesh, except at the top, where there are a number of entrances for the birds, open at all times, as their smallness precludes their use as exits.

The First Macclesfield Tippler Introduced into Lincoln.

After Mr. Wallis's birds had completed their fly I was greatly amused at this mode of trapping them. He uses a white Fantail as a dropper, an admirable selection, as both colour and flight assist in this oft-times necessary operation. Each and all of the 25 birds alighted on the lofts or on the trap, and as he had previously let down one of the sides, he mounted a short ladder, took a long pole resembling a fishing-rod in his hands and with it gently drove the birds in from the roof facing the open side of the trap, and in less than half-a-minute every bird was safely housed.

As all fanciers are aware, directly the young ones are matured they will insist upon mating, and even should the cocks be removed, the hens will play at keeping house, go to nest and lay. Such a state of things, not being conducive to high and long flying, has to be prevented. It can be done in this wise, as I noticed in a well-known fancier's loft. Have a number



SILVER FLYING TIPPLER.

of compartments in rows of three, and all about the size of a breeding compartment, and each set or row fitted with a wire front. This wire front, when not in use, can be drawn up and is then well out of the way. A kit of birds, which usually consists of three, become the occupants of these private apartments, and thus their housekeeping vagaries are put a stop to, and when the red-letter day comes round again they are as fit as fiddles. Young fanciers will do well to copy this method, the adoption of which will result in no small advantage; and at the same time let me impress on the minds of these same young fanciers the necessity of trapping the birds as they alight. Do not allow them to sit on housetops or they will contract lazy and bad habits, which will result in the birds not being worth their salt.

CHAPTER XIII.

THE DISEASES OF TIPPLERS, THEIR CAUSE AND CURE.

What is disease in the pigeon or any other animal? We can only estimate disease by any deviation from what we call health. Health is the name we give to that condition of the body and its functions which enables the animals to live naturally with the greatest amount of comfort.

As to the *causes of disease* they are two :—

(*a*) The predisposing or remote.

(*b*) The exciting or actual.

For example: two new pigeons are introduced into a loft where *roup* exists. One of the new-comers is strong and vigorous, the other weak and sickly. The latter contracts the disease, its sickliness being the predisposing cause, and its exposure to the contagion the exciting cause. The strong pigeon remains immune, because we are aware that roup mainly attacks the weaker birds, though the stronger are exposed to the same sources of contagion—viz., pecking at the same grit, and drinking from the same fountain as the roup infected birds. The explanation is that, though the germs of disease may enter the system either by the respiratory tract (breathing roup infected air) or by the intestinal tract (eating and drinking food and water with roup infected birds), yet the system of the vigorous bird does not form a suitable soil for the development of the germs of this disease.

The importance of destroying weakly birds, and breeding only from strong ones, with a good flying reputation, has already been gone into, and the foregoing goes far to prove that, given a healthy stock to start with, the likelihood of disease is reduced to a minimum. But this is not all. The *cleanliness* of the pigeon house, and its systematic disinfection with suitable disinfectants at suitable times, will do much to keep away infectious diseases and parasites. With regard to the *disinfection of the loft*, no method is easier, cheaper, safer, or more efficacious than the fumes of brimstone (rock sulphur). This is best done by using 1 oz. of sulphur to every cubic foot of space in the loft. Having closed up by sacks, etc., all the openings in the loft, and having removed the birds, place the sulphur on an iron shovel and ignite. Allow the fumes to sojourn for an hour or so, and then remove the sacks and get a good draught through the building. The process ought to be repeated three or four times a year. It will not injure *unhatched eggs*.

There is another point which is as important in the prevention of disease as it is conducive to health. That is regular and judicious feeding, with systematic cleanliness. This point has already been gone into and need not be returned to here, though reference cannot be omitted in a chapter on prevention of disease. The aspect of the loft, and the means of ventilation and lighting, have been discussed in Chapter IV., and are no mean factors in the prevention of disease and conduction to health. The immunity from disease in pigeons that are allowed their liberty, and are trained to use to the best advantage their flying powers, *i.e.*, the Tippler, Homer, and Tumbler, is proverbial, and the cause is not far to seek. But in spite of our precautions, and notwithstanding the immunity of the Tippler from disease, the Fiend does sometimes enter our loft, and we ought to be able to diagnose the nature of the simpler ailments, and at any rate be able to render "first aid." A work of this nature would be incomplete without a reference to the commoner ailments of these valuable and interesting birds, but it must not be imagined that it attempts to supplant the many valuable books already in print and before the public treating solely of the diseases of our feathered pets. The line of treatment suggested has been founded on an extensive study of Tipplers, and also a study of diseases generally and the effect of drugs thereon.

I intend now to deal with a few of the commoner ailments. I will consider these in the following order :—(*a*) Roup, (*b*) Canker, (*c*) Going Light, (*d*) Egg-bound, (*e*) Diarrhœa, (*f*) Moulting, (*g*) Parasites, and lastly a case of malignant disease which came under my notice.

(*a*) ROUP.

This will be best defined as a contagious and infective catarrh, allied to and resembling diphtheria in man. It is *caused* by a bacillus, and is usually *communicated* by direct contagion. This being so, the permitting of "strays" into a loft may be the cause of the introduction of Roup. The channels by which the virus enters the system are most probably the respiratory and alimentary tracts. Therefore the mere presence of a "roupy" bird in the loft is liable to infect the whole, by their breathing the same air and drinking the same water.

Symptoms.—The parts attacked are the lining membranes of the mouth, nostrils, and eyes. The natural secretion from these surfaces becomes at first increased and then thickened, forming an opaque deposit or false membrane. This deposit narrows the apertures, causing difficulty in swallowing, breathing, and partially closes up the

eyes. The false membrane in time becomes either absorbed or detached, leaving behind small ulcers which often coalesce and then heal. The affection of the mucous membrane is only the local manifestation of the disease and is developed subsequent to the constitutional symptoms. The latter are shown by the bird being off its feed, and sitting in an unnatural "puckered up" position, and refusing to move unless forced to do so. It is remarkable when this disease affects a loft how variable is its virulence—some birds are most severely attacked, others but slightly, while others still seem to be immune. Second attacks are rare, especially if the first has been well marked. It is very frequently fatal.

Treatment.—This will be local and constitutional. Local.—Clear away frequently as much of the deposit as possible, and paint the parts with a camel's hair brush which has been dipped in the following paint :—

Take of Chloride of Zinc, 1 gr.
Pure Glycerine, 2 drams.

Mix and dissolve. Apply as directed thrice daily, or bathe the parts four times a day with the following lotion :—

Take of Sulphate of Zinc, 1 scruple.
Water, 4 oz. (fluid); dissolve.

When the stage of ulceration is reached, dusting the parts with boracic acid (powdered), which may be applied to the throat by means of an improvised insufflater, such as blowing a little of it from the end of a quill, is efficacious.

Constitutional.—This again divides itself into Medicinal and Dietetic.

Medicinal.—This disease has a very depressing effect on the circulatory system, and it will be advisable to keep up the action of the heart by means of alcohol. The most convenient way will be to give, by means of a pipette, five drops of ordinary sherry thrice daily. The pipette I use is one supplied by Mr. Wood, Surgical Instrument Maker, of York, and cost 2d. It will be found most convenient in administering all liquids to invalids. But a note as to the method of use is necessary. Do not squirt the fluid into the fauces of the throat, as some may enter the windpipe, and find its way to the lungs and set up acute congestion of these vital organs. Place, then, the aperture of the pipette on the posterior third of the tongue, and express the fluid carefully; in this way the fluid will be swallowed involuntarily, comfortably, and naturally. It will be necessary to brace up the nervous system by means of tonics. Of these the best is :—

Take of Tincture of Nux Vomica, 1 drop.
Water, 4 drops; mix.
Give with pipette three times a day.

Avoid so-called "specifics," they are useless. The disease will run a definite course, and it cannot be cut short; but that course may be modified, its virulence minimised, and complications avoided by adopting a commonsense treatment of the symptoms.

Dietetic.—In the same way, as there is no specific medicine or combinations that will cure Roup, so there is no variety of food that is especially adapted for this ailment. The difficulty in swallowing, in eating, and drinking must be kept in mind, and the food must be accordingly suitable. As long as the birds are able to peck of themselves, give canary, millet, and a little hempseed. If the birds are too ill to help themselves, a bolus must be made of oatmeal, steeped canary seed, boiled rice, etc. If the symptoms are recognised early, and promptly treated in the early stage of the disease, the cramming system is as a rule unnecessary.

OTHER VARIETIES OF ROUP (*so called*).

That true Roup varies in the severity of its symptoms I will admit. But the attempt to subdivide Roup into "Wet Roup" and "Diphtheritic Roup" is to cause confusion to be more confounded. The so-called "Dry Roup" is a form of follicular stomatitis, that is ulceration of the follicles of the lining membrane of the mouth. It is neither infectious nor contagious, nor is it accompanied by discharge or false membrane, and is not seen in epidemic form. These minute ulcers are painful and cause inconvenience in feeding.

Treatment.—This consists in the repeated application of the solid lunar caustic to the ulcers once a day. The caustic in this form may be bought from any chemist in a wooden case for the sum of sixpence.

I may mention that I came into contact daily with Roup in Australia, the damp heat seemed to favour the disease; at any rate, at certain seasons of the year the mortality was positively awful.

CANKER.

This is a form of ulceration seen on the middle of the lower mandible, of which the main characteristic is its deep erosive course. It is not contagious. Although the lower mandible is the most usual site of the disease, especially in old birds, the jaw, throat, and ear are liable to be attacked. The throat is the common place in youngsters of about a fortnight old, and they are carried off with alarming rapidity; little or nothing can be done to save them if even it is detected at once. Young birds of six weeks old, which are able to fly, are occasionally attacked in the throat, and the result is nearly always fatal, owing to the disease being in such close proximity to the windpipe. The ulceration in roup is superficial, exuding a false membrane, and the dangers are septic poisoning, exhaustion from inability to take sufficient food, and suffocation. But the ulceration in canker is more limited in its superficial extent; its site is more constant, and its "rodent" nature is such that the lower mandible frequently drops off altogether. In a case in Leicester which I saw, a new mandible had taken the place of the lost one.

Cause.—Among heavily wattled birds it is most commonly caused by fighting, notably so among Carriers, which are very pugnacious. Tipplers,

however, generally acquire it owing to neglect, irregularity in feeding, foul drinking water, and a dirty loft.

Symptoms.—The bird is out of sorts, and the cankerous growth is visible on examination.

Treatment.—It is advisable to give the bird a dose of Epsom salts daily, about as much as will lie on a threepenny piece, this will cleanse, purify, and aid recovery as much as local treatment. The local treatment consists in removing the growth when ripe with a blunt quill, care being taken that the part is not made to bleed. After the growth is removed some stimulating astringent must be applied daily, such as bluestone (sulphate of copper) or alum. Paint the parts occasionally with an antiseptic paint, composed of Boracic acid, one part, Glycerine, seven parts; the glycerine should be warm. Unless the case is a very severe one the parts affected will soon heal up.

GOING LIGHT.

This is characterised by rapid and frequently fatal emaciation of the bird. The digestive organs, especially the crop and intestines, are the cause of this ailment. The power of assimilation is deficient, so that the food taken is but partially digested and absorbed, and as the intestine is invariably in a state of catarrh much of the food is passed in an undigested state. The outlook is always very grave, especially in young birds.

Symptoms.—As a rule it is not difficult to recognise this ailment. The bird pecks very saucily and (frequently later) refuses food altogether. The bird moves about feebly, the adipose tissue being rapidly absorbed, and ultimately muscular softening and atrophy take place. This is well seen in the pectoral muscles, the plump, hard muscles of the breast of a trained flyer in condition give place to thin, puny layers of flesh on each side of the keel. There is invariably in these cases enteric catarrh, which is probably caused by the undigested particles of food irritating the intestinal mucous membrane. My impression is that this condition is an effect and not a cause of the disease, for if the digestive power return or be substituted artificially this lax state disappears.

Treatment.—For the foregoing the rational treatment will consist in supplying to the gizzard that important ferment which is deficient. We are indebted to Messrs. R. Warner & Co. (agents, Messrs. F. Newberry & Sons, 1, 3, King Edward Street, London), for an excellent and well-known preparation called Ingluvin. It is, so to speak, the missing ferment in "going light." Ingluvin is a powder of yellowish grey colour, prepared from the gizzard of the common domestic fowl. Messrs. Warner, in advocating the use of this in man, say:—"Our poultry are chiefly granivores, and have no beak or other buccal apparatus for crushing the hard grain and seeds on which they so largely feed. The food is swallowed when apprehended, and passes directly into the crop or gizzard. This seems to act both mechanically and chemically. Its anterior walls are covered by a dense, hard, cultous membrane, surrounded by muscles of the most powerful type. Along with the food is always a small amount of sand and gravel. The organ acts apparently by bruising and cracking, rather than, as commonly believed, by trituration. The motion of the ingluvial muscles is accompanied by a slow but continuous exudation from the walls of the crop of a strong organic fluid of which Ingluvin is the chief constituent. The hull of the grain, or the shell of the seed is broken by the pressure of the walls and the gravel, and their interior is exposed to the chemical action of the Ingluvin. By the time it reaches the stomach it is ready for the gastric juices. From this point on, digestion proceeds as with higher animals. As the Gallinaceæ have very small salivary glands, and as the fluids secreted by these resemble the secretion of the parotid rather than the sublingual and submaxillary glands of the human being, it would seem as if Ingluvin played a double part, exercising the functions of the ptyalin of the saliva as well as the pepsin of the stomach."

The following pilule should be given four times a day:—

Take of Ingluvin, 1 gr.
Bismuth Carbonate, 1 gr.
Confection of Roses—a sufficiency.
Mix.

The effect of the Bismuth will be to retard the intestinal relaxation, which, as we have stated, generally ceases when the indigestion has improved. Sherry may be given as described in Roup. The grain with the least husk should be selected, and access to the water fountain allowed only twice a day.

EGG-BOUND.

As the name implies this is difficulty or inability to expel the ovum from the cloaca. It may depend either on the parts in the hen, or of an abnormal condition of the egg.

It is more commonly seen in cases when the first egg is about to be laid than in cases when several nestings have been gone through. It is not very common in the Tippler when allowed its liberty, but if confined during the breeding season is very apt to occur. When the state of the maternal parts is at fault, it is due to a deficiency in the muscular expelling power of the cloaca. General weakness, overfeeding, and want of exercise, *cause* the muscular fibres to be replaced by globules of fat, which lessens the contractile power. An unusually small or fibrous vent is also another cause. When the egg itself is at fault, it is usually due to the disproportionate size to that of the bird. Such as when a big strong cock is mated with a diminutive and puny hen. The egg-bound condition of course gives us no trouble when the shell is deficient in calcareous matter, soft egg.

Symptoms.—The possibility of the condition frequently escapes the mind of breeders, though when the case is examined the true state of affairs

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is not difficult to make out, and frequently not difficult to relieve. The hen takes to the nest as usual, but it soon becomes apparent that it is depressed and in pain, further no egg is deposited. The depression increases, and if the bird be examined the egg can easily be felt between the forefinger and thumb in the cloaca. If relief is not got the bird will die of shock and exhaustion combined.

Treatment.—The same power which expels the fæcal matter from the bowel causes contraction of the cloaca. Give therefore 30 drops of castor oil by the mouth, the aperient properties of which will excite contraction, and when the drug reaches the cloaca, will act also as a lubricant. At the same time apply by means of a feather some of the oil by the vent, round the egg. This usually will have the effect of giving relief in half an hour. There is danger of inflammation of the cloaca and oviducts after the expulsion of the egg, but the passing of a small crystal of ice into the vent two or three times a day will act as a local antiphlogistic. If ice cannot be had, the application of a sponge wrung out of hot water and pressed against the parts will have similarly good effect.

I cannot speak from experience of puncture of the egg shell in obstinate cases, but I should certainly feel disposed to try it, rather than that a fatal issue should follow.

DIARRHŒA.

Shown by frequent evacuations, which contain excess of fluidity and diminution of the solid constituents. It is a catarrh or running of the intestines, frequently caused by errors in diet.

Treatment.—Isolate the bird, include some rice in the diet, and limit the amount of water. If this fail, medical treatment may be adopted in the form of 5 drops of the Tincture of Catechu (undiluted), which is best given by means of a pipette or dropping tube, and dropped on to the posterior third of the tongue. This may be repeated three times a day.

MOULTING.

Hitherto, I have written of diseases, but moulting must not be treated as a disease, though the moulting bird must be treated as an invalid. Moulting is a natural state that must be passed through. It is, so to speak, like the period of dentition in a child; some pass through it with little or no inconvenience, while others have had their lives sacrificed by it. The period is characterised by the gradual shedding of the feathers, and simultaneously the appearance of others in their place. At this time all the food, etc., taken, which at any ordinary time would form fat and give energy, is now used in sustaining the animal during the loss, and supplying material for the new plumage. It is this natural, though unsatisfactory transition stage, that renders the bird susceptible to cold, and produces states of catarrh in the many varied forms.

The Treatment of the invalid will therefore be on the lines of prevention. That is, we must guard against complications, and if the bird is so unfortunate as to develop any complication, must be treated on its own merits, and according to its variety. The treatment will therefore be general rather than specific. The birds as a rule ought to be kept up the greater part of the time. When allowed out for exercise, select a fine day and do not allow them to settle on draughty housetops, but entice them in. See that there is not a current of air blowing right through your pigeon house, or, if so, see that the birds have ample opportunities of sheltering themselves from the direct effects.

Ventilation by perflation is perhaps of all methods the most perfect, but during the moulting period is apt to set up some catarrhal affection of the lungs, or inflammation of the joints. The food should be very varied, as the appetite is capricious, and the invalid will not fancy everything, hence a variety from which he can make a selection to suit his palate will be judicious.

PARASITES.

Of the external parasites, the flea, the bug, and the louse are the only ones that need claim attention. Their *existence* is encouraged by space existing between the boards of the pigeon house, but their favourite rendezvous is the nest pan. Fortunately, from the extremely mobile nature of the cervical vertebræ in the pigeon, the host is enabled to rid himself of his unwelcome guests by means of his beak, and he seems rather to enjoy the process than not. However the irritation kept up by repeated attacks of these pests, has an injurious effect on the birds; they get into a chronic state of "fidget," their rest is disturbed, they fall off in condition, and the perpetual sorting and searching of the feathers detracts from the appearance of the plumage. A description of the appearance and methods of attack of these different parasites would serve no useful purpose, for no fancier who is on intimate terms with his kit, and frequently visits their domicile, but has been heard to say—after applying some vigorous counter-irritant to his own cuticle in "the small hours of the morning"—"Confound those birds!" From this we infer that he has a personal acquaintance with the parasites.

The internal parasites are rare, and consist of small thread-like worms which are discharged from their habitat, the intestine, and may be seen in the droppings. Unless so seen the symptoms are not very well marked, and may be mistaken for "*going light.*" In both you have emaciation of the bird, and in both you have as a rule diarrhœa, but in "worms" the appetite is good, the bird eating ravenously, while in "going light" the bird's appetite is at no time good, and frequently absent. In "worms" also parasites are seen in the droppings but not in "going light."

Treatment.—The fleas, bugs, and lice, are best treated by taking steps to eradicate them from the loft rather than to kill them on the body of the

bird, that is to say—steps should be taken to render their retreats (spaces between boards and nooks in the nests) less suitable and comfortable.

If a new house is being built, see that the carpenter's junctions are as perfect as possible. In old houses this may be remedied by lime-washing the whole interior, or by washing with a solution of perchloride of mercury (poison), of the strength of half an ounce of the perchloride to 3 gallons of water. Burning brimstone in the house when the birds are out, and then freely ventilating, has a good effect. *The nest pans* should be kept as clean as is compatible with the natural habits of the bird. Plenty of grit and clean sand, together with an ample bath, to which 10 drops of Eucalyptus oil have been added to the pint of water will have a salutary effect. Keating's insect powder may be dusted among the feathers of the bird and sometimes with advantage, but when the kit is frequently attacked by these pests, suspect an insanitary state of the house as regards its construction and cleanliness. The worms are best got rid of by administering a drug which will cause them to leave their hold of the intestine, and follow it up by a purgative which will remove them from the bird. Of the former drugs, turpentine, santonine, cusso, and iron have been used, and sometimes when one has failed another will act. I have arranged them in the order of their value. I need only describe the mode of administration in the first two. Take of the commercial spirit of turpentine one drop, make it into a pill with new bread crumb. Give one such pill morning and night. Follow up by half teaspoonful of castor oil in the middle of the day. Santonine:—Dissolve two grains of this powder in half teaspoonful of warm milk and give with a pipette at night, and follow up with castor oil in the morning. The santonine may be given in pill, thus:—

Santonine (powdered), 2 grs.
Confection of Roses, 1 gr. Mix.

Divide into two pills, and give one in the morning and the other at noon.

LYMPHO-SARCOMA.

Quite recently, a young bird in which I took great pride developed a new growth in its neck. I confess I did not know exactly what to make of it. When I first perceived it, the lump was no bigger than a pea, and except that it disfigured the bird, seemed in no way to inconvenience it. With a little careful manipulation I was able to expel the growth through the mouth; on examining the growth I found it to be an irregular caseous mass, about the size of a pea. The growth recurred. I allowed it to attain the size of a cherry-stone and then removed it by means of a very small incision, so small indeed, that the wound required no suture to close it. It returned however at once, and this time I allowed the growth to get the size of a hazel-nut before I removed it. This time also I made a much larger incision than before, and removed the cyst which contained the new growth, and closed the wound with interrupted sutures. For the next two weeks I daily squeezed small masses of caseous matter through an opening which was made by one of the sutures bursting away. At the end of this period I was able to get out no more new growth, and so, left it alone, whereupon the wound healed up, new feathers made their appearance, and the bird was apparently cured. In order to clear up the mystery as to the nature of the growth, which I thought might be tubercular or a sebaceous cyst, I determined to examine it under the microscope. I did this, and found it was "lympho-sarcoma," a form of malignant disease, popularly, but incorrectly, known as "Cancer." In order to verify my diagnosis, I submitted the specimen to two eminent authorities, who agreed with me. I was surprised, as I was not aware that pigeons suffered from this malignant disease. I shall be obliged to fanciers if they would let me have their experiences on this subject.

CHAPTER XIV.

EXPORTING TIPPLERS TO AUSTRALIA.

The exportation of prize pigeons to America, the British Colonies, and other foreign parts is now an every-day occurrence, but, to the best of my belief no Tipplers ever found their way to Australia until October, 1891, when I sailed for New South Wales, taking with me twenty picked birds, the very cream of the old country. I do not suppose that anyone could have got together a handsomer lot. I know they took me a long time to collect. I bred twelve of them myself, and the remainder were chiefly from the loft of *Mr. Holland, of Leicester.* I am only writing for Tippler fanciers, and so hope that they will not think me tedious if I try to describe a few of the birds. First came *Bellneck*, a powerful cock bird; body light ground with dark prints, lovely bell neck, and a dark glistening full breast. Then a perfectly even-marked dark mottled hen, carrying herself like a queen; she came as a squeaker from Mr. Warner. Another bird was a young hen I bred myself, and belonged to the light class; body pure white, the flights and tail tipped with black—in fact, one of Mr. Jolley's real Tipplers, with hardly any legs at all and a body as compact as you could wish. Starting for Australia as I did in October, the birds were naturally not over the moult, and looked very ragged, as all birds will when bereft of their feathers, and to anyone but a fancier it would have seemed a waste of money *to pay five shillings a head o'' round*, as I had to do, to take them out to Australia; but I knew that I had the right stuff both for flying and showing purposes, and so I was content. I went to some considerable expense, taking sand and grit down to the boat in small sacks, which, however, got all washed overboard the second day after we started. I was at my wits' end to know how to go on, as it was absolutely essential to have

sand in order to keep the birds clean. On board ship the chief officer is the person to go to in any emergency, and so I waylaid him on the first occasion that offered itself and told him the plight I was in. He soon relieved me of all my anxiety by telling me that they had tons of sand on board, kept for holy-stoning the deck, and that I could have as much as ever I required. Needless to say I availed myself of his proffered kindness, and every day my birds had a fresh bed of sand at the bottom of their cages, and kept themselves beautifully clean. As I previously mentioned, the birds, when I started, were a ragged lot; when I landed in Sydney, seven weeks later, they had got over their moult and were in the very pink of condition; in fact friends of mine there could hardly credit the fact that they had been penned up for such a long time, and I attribute their condition to *cleanliness* and judicious feeding. I fed them sparingly on very old maple peas, barley, and tares, with an occasional handful of Indian corn, canary and hempseed in the cold weather. I say sparingly, and you may judge when I tell you that I only took six shillingsworth of food on board with me, and had a quarter of it left at the end of the voyage.

I started with the cocks and hens separate, but I paired them up later on in the voyage, and bred a pair of young ones, which were a week old when I arrived at my journey's end, but were rather weakly. As everyone knows who has been at sea, a voyage is decidedly monotonous, and so I decided to try an experiment for amusing myself and my fellow passengers. This experiment was none other than to *fly Tipplers at sea.* I think I may safely say that I was the first to try such an escapade—for such it was—for of course I had to pay for my foolhardiness. I commenced operations soon after we left Cape Town, trying one bird by itself at first. I picked out the bird I valued least and pushed him through the bob-wires into the cage a good many times. I ought to have mentioned that I had previously fixed up a letboard and *bob-wires* in order to let the bird without get in and at the same time prevent the birds within escaping. After I had taught the bird the wires I let him fly off my hand on to the letboard; at first I stood very close to the cage, but gradually increased the distance and thus eventually the bird was quite *wonted.* After this I trained another, and then a third. Owing to their close previous confinement their wings were very stiff, and for some days they merely walked about on the deck and flew on to the top of their cage and did not attempt to strike up. One day, however, something frightened two of them up; away they went higher and higher, and soon were two tiny specks in the cloudless sky The excitement on board was immense. Would they return or would they not? Two to one against was offered and taken; all eyes were upon the birds, from our jovial skipper to the little stowaway. Still the twain flew on, and still the good ship "Coptic" cut through the deep blue main at a speed of seventeen miles an hour. Thus the birds had not only to gyrate at an enormous height, but at the same time to keep pace with the vessel. I confess I felt inclined to shed a tear and whisper good-bye when ten hours passed away and still the birds had not returned; but just then word reached me that they had *lighted* on the top yard of the foremast, and such was the case. I was unable to entice them down to their cage, and so I sent a sailor aloft after them at dusk, who managed to secure them. I often let them out after this; but alas! one day the three struck up together. There was a good stiff head wind blowing, and this caused them to get a long way behind; we watched them flying for some hours, but they never returned. I do not think they could possibly have reached land, as the nearest was seven hundred miles off, but expect that they sighted another vessel and remained with her; at any rate I trust that whoever or whatever got them appreciated the find, as it is, to say the least of it, a novelty to pick up Tipplers at sea. Thus Sydney was reached with seventeen birds instead of twenty. I lost one in Australia through *wonting,* and with the remaining eight pairs bred twenty-two young ones in ten weeks—not bad for a start, and goes, I think, to prove that for pigeons at any rate, Australia is a sunny and fruitful land. My *pigeon house* was right on the top of the flat roof of a three-storied house in the very centre of Sydney, and had a fine commanding view; in fact there were few places within a radius of three miles that could not be clearly seen. Owing to this position, I had no difficulty in wonting the birds, although of course the fact of their having been cooped up in so small a place for so long a time had rendered them very tame. I had a great number of people in to see them, and some of their remarks were rather amusing. One gentleman I remember who came to see me said he had heard I had imported some birds which usually remained on the wing fourteen hours, and expressed a wish to see them do it then and there. I may mention that the birds had only been wonted three days and that the thermometer was standing at 100 degrees F. in the shade. It is absolutely impossible to attempt to fly Tipplers in great heat, consequently I did not try, and also the birds were breeding and had quite enough to do in looking after their progeny.

I learnt one wrinkle out there about *feeding freshly imported birds,* which was this, namely, that although colonial birds can eat quite new peas with impunity, imported birds cannot. I found it impossible to procure old maple peas out there, and should strongly advise anyone going there to take a sack with them. I was looking forward to flying my young birds during the winter months, but unfortunately I had to return to England just as their summer ended, and so did not get the opportunity of doing so.

CHAPTER XV.

THE SHOW TIPPLER.

By B. H. Wedgwood.

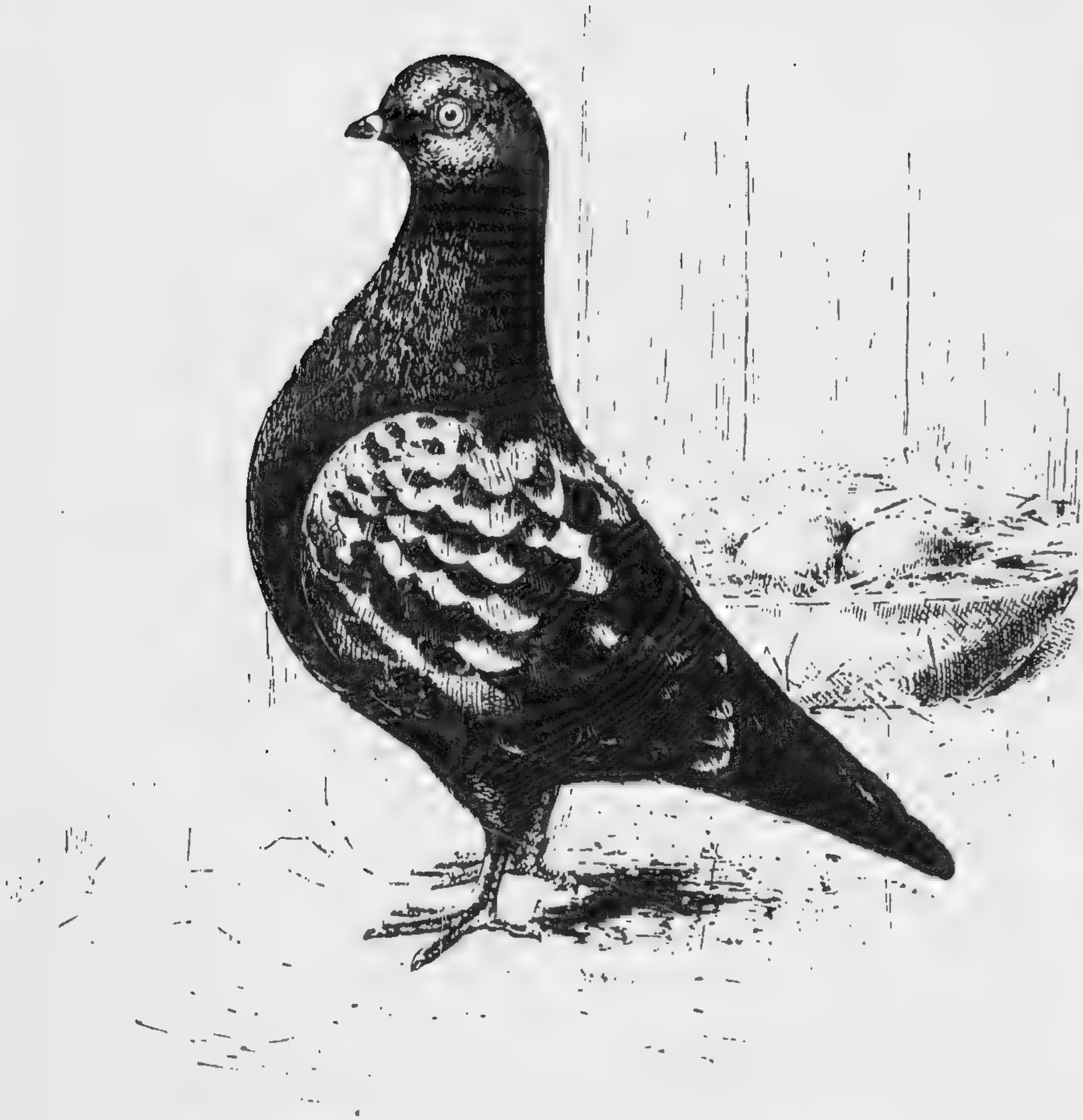
Having been favoured with the honour of bringing the Show Tippler portion of this popular and instructive book up-to-date, I will do my best to enlighten some of those who have not carefully watched the rapid strides made in this beautiful variety of pigeon and also novices and beginners (I say the latter, but how many give up before they

Mr. B. H. Wedgwood.
Author of the Chapter on Show Tipplers.

really begin and have had any experience at all?) who are seeking useful information and also those who are unable to attend the Classic Shows and not quite in the right groove nor in touch with the present-day Show Tippler. When once you have thoroughly put heart and soul in the fancy, it is surprising what an infatuation there is to go one better, and these are the fanciers who derive the most pleasure from same.

The old book was written some sixteen years ago by Dr. Archibald F. Hepworth. I well remember the doctor visiting my lofts and purchasing some of my birds, and although I should not be out of my teens, I believe I had made quite a name for myself in the Tippler world, having already won in 1891 the guinea special for the best Tippler in the show at one of the big combined Dog, Poultry, and Pigeon Shows at Hanley, the metropolis of the Potteries. I regret to say these annual fixtures do not now exist, which is a great pity. Needless to say, I experienced many drawbacks and disappointments, and of course was sorely tempted to sell, but I had the common sense to hold on, as I thought if the bird was so valuable to others who knew nothing of its pedigree, etc., well, it was worth more to me to keep, and from that time I looked ahead and have kept well to the front ever since. I have to thank my elder brother for starting me in the exhibition world, as he, at that time, owned a very good stud, and would only have the best, but did not exhibit, and soon afterwards he went away to farm, and I practically begged his stock from him, as he had to part, and so my luck soon started. After Hanley Show, I entered at Leek, and it appears my best bird got into the selling class and my worst into the open, and naturally enough the selling bird was quickly claimed, but the purchaser soon saw the mistake and good-naturedly returned me my bird, and no doubt this kindly action was the means of keeping me in the Fancy, as otherwise I should have undoubtedly given up in disgust thinking I had been duped. At another show at [illegible]gton later, I was again successful in winning first prize, and when at the station I was accosted by one who was then a "big gun," who informed me my bird was disqualified for trimming (I must confess I had not yet learnt the art referred to), but needless to say when I arrived at the show with beating heart it was nothing of the sort, although I believe jealousy was the motive, and as my bird was honestly shown the would-be mischief-makers were soon convinced. I give these short experiences to show how the young Fancier can soon get downhearted and give up in despair. However, I do not wish to discourage young Fanciers with the numerous pitfalls and troubles I have experienced, as I feel sure 90 per cent. would retire from the Fancy in despair; but I have stuck to my guns and kept plodding on, and can flatter myself as being one of the most successful Tippler Fanciers of the day. Of course I have had to move with the times, as many changes have taken place, in order to improve the Exhibition Tippler.

There are four varieties recognised in the Show Pen, viz.:—Dark Mottled, Light Mottled, Self, and Light or Chuck. Some years ago it came under discussion the advisability of altering the name of the Chuck variety to Light, as the former was considered rather vulgar, but the new name did not seem at all popular, and the old Chuck still exists.



Mr. B. H. WEDGWOOD'S DARK MOTTLE SHOW TIPPLER HEN.

1st Prize, Crystal Palace, 1907.

as Fanciers did not appear to recognise this charming variety as "light," owing, I presume, to the marking underneath the beak, which certainly is a chuck. Below I give the Standard of the above varieties as adopted by the United Tippler Club.

STANDARD OF POINTS.

Head.—Round skull (not too full in front), medium faced, pearl eyes with dark ceres and a dark beak 5

Neck.—Short, stout at shoulders, tapering well up to head 5

Size and Shape.—Medium in size, broad chest and shoulders, strong wing butts, body well tapering wedge shape to tip of tail 10

Flights.—Short and broad, well over-lapping each other when expanded, sound in colour throughout in the dark and light mottles; a foul secondary may be admissible, but will cause a broken bar and count against it. In the light class the 10 primary flights should be soundly tipped 5

Legs and Feet.—Short legs, small feet (bright red in appearance), and free from feathers below the hock 3

Condition and General Appearance.—Carriage, sprightly and erect; hard, short, close and perfect in feather, flight or tail feathers being out and not well through the pen will put a bird back as if it were a foul feather; the whole possessing a rich metallic sheen. Tail feathers should be 12 in number 10

Colour 7

Markings 8

Total Points 50

Dark Mottle Class.—Rich chocolate brown ground, with white markings; solid coloured head, neck and body, well and evenly marked on back and wings, flights and tail must be sound in colour.

Light Class.—Simply a coloured "chuck, primary flight and tail feathers," rich chocolate brown to take the lead; remainder of bird, viz., head, neck, body, wings, including secondaries—*i.e.*, short flight feathers—back and rump, white or clear as possible.

Light Mottle Class.—White ground, rich chocolate brown markings, evenly mottled or printed throughout; flights and tail sound in colour.

Self Coloured Class.—To be rich chocolate brown throughout.

N.B.—Birds competing in Young Bird Classes must bear a Conference Ring for the current year.

Disqualifications:—Cutting, plucking or dyeing.

BREEDING.

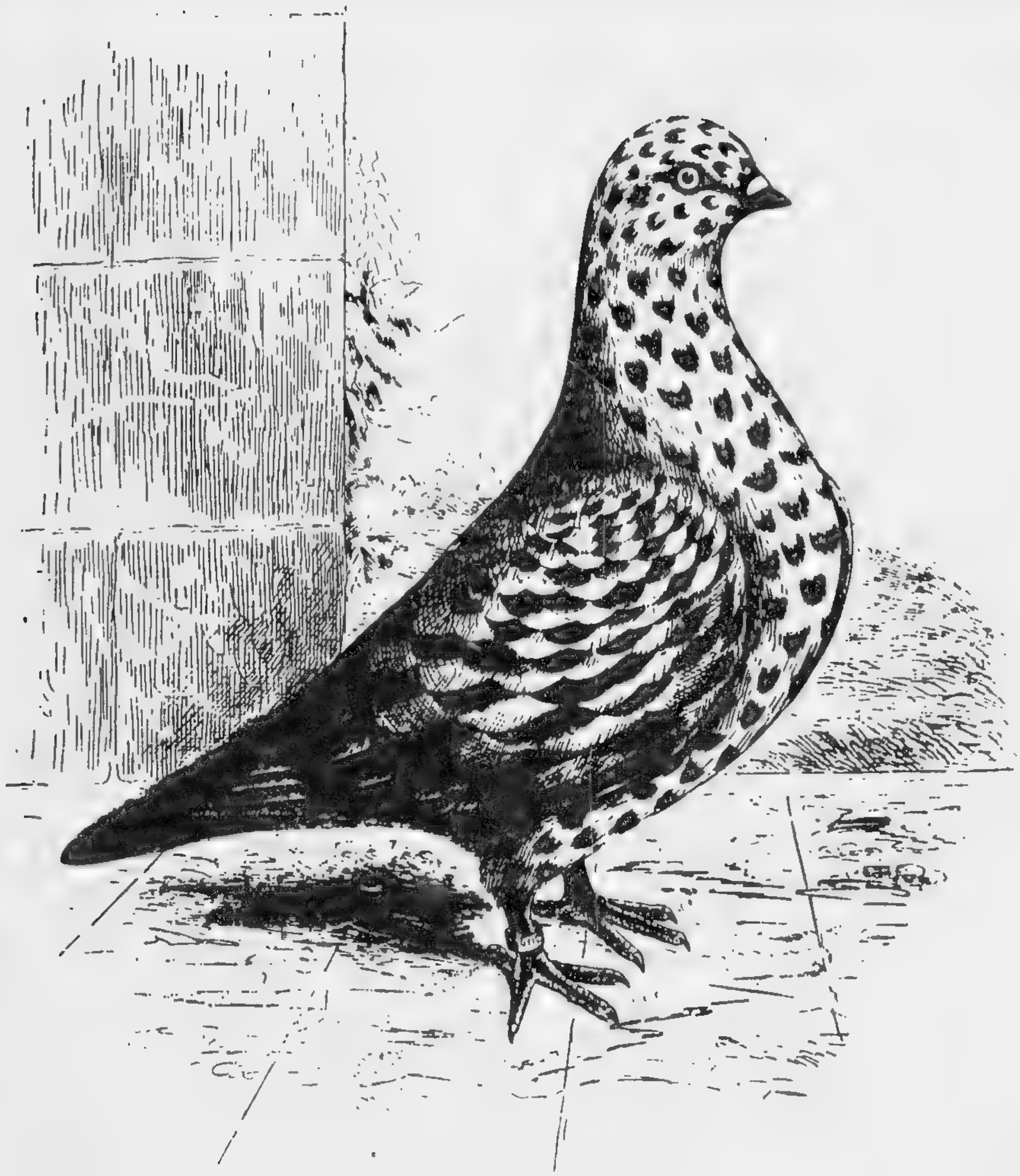
SELECTIONS FOR DIFFERENT VARIETIES.

No variety of pigeon are more prolific breeders, sitters and feeders than the Tippler, and this being so it is of the greatest importance not to over-strain a good bird by obtaining as many eggs as possible, as hundreds of good birds have been ruined by either going barren, or some other disease, by being over-worked in this way. It is far better to only get a few pairs of eggs in a season than ruin a good bird in eagerness to obtain as many youngsters as you possibly can.

I consider the best time for mating up is Valentine's Day (February 14th), although numbers pair their birds much earlier, in order to try and catch the early worm, but this is a great mistake, unless one has a good stock pair or two which have not bred much the previous season and may probably throw out a likely bird for early shows. Then a separate pen is required in a secluded position, as if a mated pair be introduced into a loft containing either odd cocks or hens trouble is bound to ensue.

The next point is the size of nest-boxes and the like. I find roomy nesting places about 2ft. by 1ft. 6in. the best, so as to hold two pans, and, if necessary, the pair can be confined for a short time for many reasons, especially when one cock desires to occupy two or three places, and also, if many pairs are in the loft, I find it best to keep the birds in confinement occasionally as the fertile eggs are more certain. Many kinds of nesting-pans and boxes are on the market, and I think that so long as cleanliness is in vogue and a handful or so of sawdust as a layer and a little disinfectant powder sprinkled, good results are generally attained. As in other varieties when the youngsters are ten days old or so the old ones are apt to want to go to nest again, and this should be carefully watched so that the young are not neglected. You cannot have too much fresh air, and I advocate all windows, ventilators, and doors being open during the breeding season. Have a good supply of fresh water always kept in a shaded position out of the sun's bright rays. I feed my birds morning and night, but if hungry give a light feed at mid-day. A good mixture of tares, cinquintina, wheat and little dari is a grand staple food for squab feeding.

Now what to mate together to obtain the best results is the next question, and the best plan I find is to make careful notes on paper as to what bird would suit such and such a bird, and many a pleasant hour may be passed away during the winter months by going into the pedigree and winnings of your breeders for the coming season. For instance, you put the cock's description on one side of a sheet of paper and then find what hen is a likely mate, and place her name or description opposite, and by this method you can have your birds on paper ready for putting together. If one bird has a bad head, then get the mate good in this, and also if short of markings then mate one with too much white, or gaily marked, and so on, but even this will not always obtain the desires you aim at, as, after all, it greatly depends on how the bird is bred. Even a bird sparsely marked, if bred from well-marked ones, will throw back, and I find from experience that birds from one strain will not blend with another, and this I can certify from some of our best Fanciers. It is far better when commencing to obtain your stock from one reliable Fancier to state your requirements, when



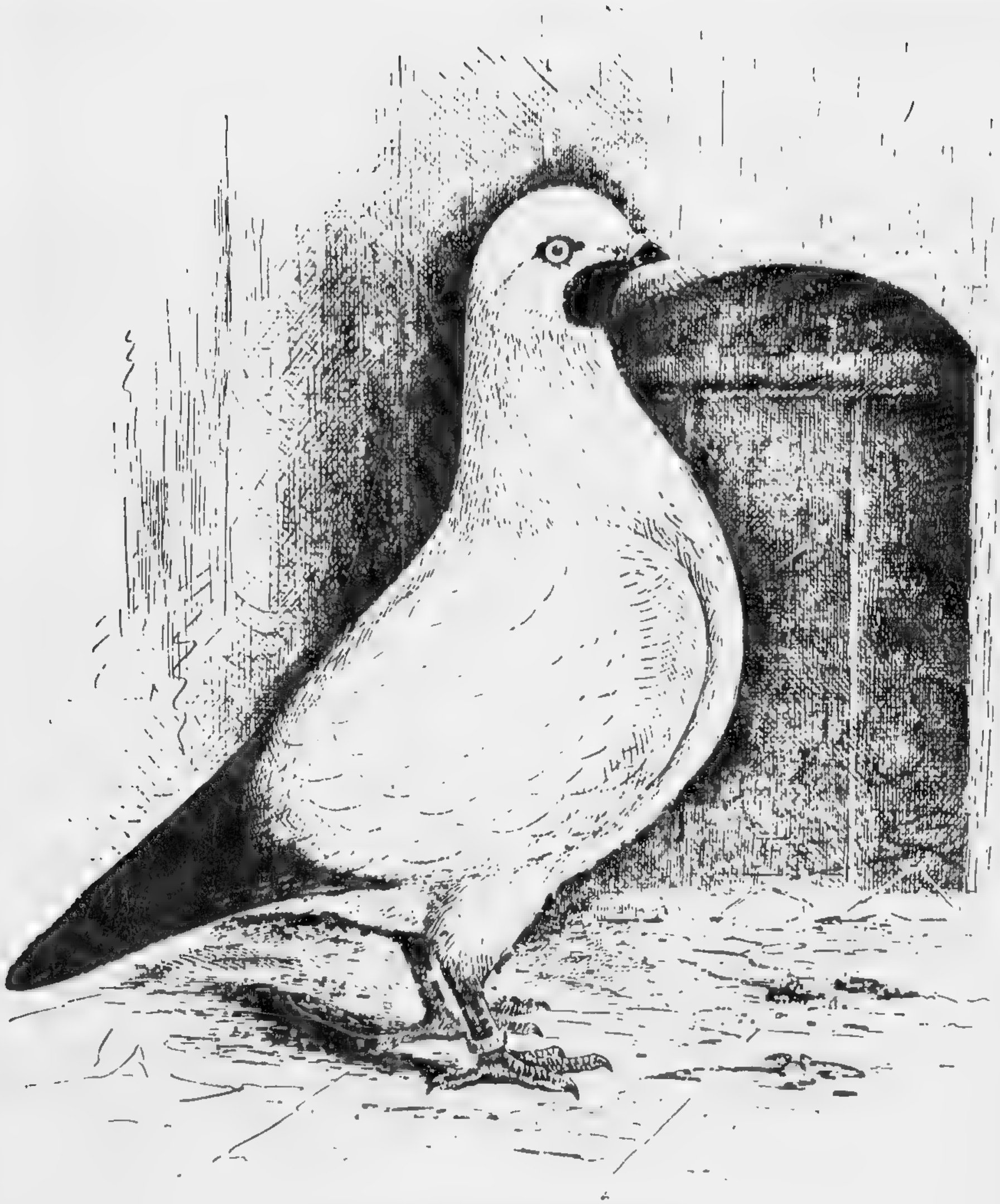
LIGHT MOTTLE SHOW TIPPLER.

he will no doubt be able to fix you up with stock likely to produce exhibition stock, or birds approaching, as having bred most of his stock knows how same are bred. After a season or so you will be able to judge what progress you are making and whether the youngsters are an improvement upon the old ones, and you can then purchase a cock or hen likely to suit whatever fault your birds have. Now, novices and beginners, do not be downhearted because you don't happen to breed a winner in the first or second season, and thereby throw up the sponge in disgust, but keep pegging away, as anything easy to obtain soon grows monotonous, and the pretty Show Tippler is certainly very difficult to breed, and, roughly speaking, I should say not more than 1 per cent. are winners, so it is easily seen that the more interesting it is in breeding to obtain a likely bird. Another great point is to remember not to be too greedy and try to obtain too many youngsters from a favourite pair because they have bred one or two good ones in the first nests. Do not over-strain the old birds by letting them breed on. A Fancier may do this successfully for one season and think he's doing well and breed late into the year, but watch his results when commencing breeding operations again, and his tale of woe will soon be told. Tipplers are greatly used in rearing other varieties of pigeons, such as Barbs, Owls, etc., which are unable to bring up their own, so this tends to show what excellent breeders Tipplers are. The main feature is cleanliness, and unless your birds are well looked after in this respect trouble is bound to ensue.

Now, as to varieties, I consider *Dark Mottles* come first, and you will also notice that this variety always stands first in the show schedules with few exceptions. To my mind they are the most taking of all, and easiest to keep in condition even in a smoky atmosphere, as they have not so much white about them as Light Mottles and Chucks, and are more up to the standard than Light Mottles, which can easily be observed at our shows. Unfortunately the best Dark Mottles are only in few hands and abound round the Staffordshire District, and this county undoubtedly turns out more Dark Mottles than the remainder of England and Wales together. Since the last book was written there has been a vast improvement in both colour and markings. I understand some breeders have improved their colour by the introduction of a German variety known as the Brander. They certainly improve the colour, but the majority of the youngsters are either light underneath or cut like a magpie, or coarse in head and bad shape. Of course it is quite possible that the faults may be remedied by careful study and crossing, but personally I cannot say that the introduction into Dark Mottles has been a success. I can vouch for a number of our principal breeders of this variety that no Brander blood is in their stock, and the present up-to-date colour is attained by careful studying and scientific breeding from their best coloured stock, it being an essential point to have Brown Tails and sound coloured heads and underneath. Young Fanciers must not run away with the idea that winners can only be produced from exhibition birds as this is a great mistake, as many of our leading winners have been bred from good stock birds, say a self-coloured cock and light marked hen or *vice versa*. The most important point is what are they bred from, and when you have ascertained this correctly, you know what grounds to work on. The ideal colour to my mind is a rich chestnut brown, and you can imagine what a lovely sight an aviary of a dozen of this sort, with a nice sheen, would be. The most difficult points in dark mottle breeding are the soundness of head, breast, and right underneath to vent and also up to second bar, the remainder of wing having nice brown ground colour with evenly-distributed white markings. Type is also a leading feature, as no matter how bright and good a bird is in colour if same has a long coarse head and beak and long in body and legs, it generally has to take a back seat. I like to see the squabs with a smeary colour on wings, and these generally mottle up well, and if not sound in colour after first moult improve with age, as many of our Dark Mottles shown in the season of 1908 are what is termed washy, and this takes a deal of the charm away and general appearance. I also find that the hen birds are in many cases better coloured on the rump and tail than cocks, and could never account for this. Of course there are a few exceptions. I have made myself as clear as I possibly can respecting Dark Mottles and will now attempt to describe the Light Mottles.

LIGHT MOTTLES.

This variety, I must confess, have not made such headway as the dark mottles, although a far greater number are bred, and are in the hands of a great many breeders. Markings seem to be the stumbling block, and have been almost entirely ignored in the rage for colour. Now, to my mind, this should not be so, and consider that more points should be allowed for markings. I consider the Light Mottles now being bred are nothing approaching the birds bred ten years ago, except perhaps slightly better in colour, as in 1907 I don't consider a real good one was exhibited. I certainly think the finest marked Light Mottle I ever saw was a hen I purchased from Mr. F. C. Minoprio, and won for me hundreds of prizes, but would not be hardly looked at to-day by our specialists simply because she had not the colour. This colour has certainly gained a strong hold, but at what cost? It will take many years to get the markings anything up to standard form and attain the brown colour, and there is no doubt a good chance for our enterprising fanciers to push this variety. I understand the Brander has been used successfully in connection with the colour part to a certain extent, but we have lost the beautiful type, shape, and markings. Many of our Light Mottles are also much too heavy, in my opinion, and I don't consider some Light Mottles but mediums. Even if a bird is on the light side a little and fairly well broken on head and neck, and



LIGHT OR CHUCK SHOW TIPPLER.

spotted with the brown on body and underneath, I should prefer same to a heavily-marked bird.

Now as to the best way to get these requirements produced. Some say one way and some say the other; well, what is the right way? It is true that like produce like, but I find that a heavily mottled bird paired to a light one is the best, and this was how those lovely mottled birds bred and shown by Mr. Carter, of Uttoxeter, some ten or twelve years ago were obtained. Never have I seen before nor since such lovely markings and colour, and yet no Brander was there. I saw these birds several times, and the old pair was a cock almost self-coloured and an ordinary common-looking light hen. Mr. Carter was unfortunately rather hard of hearing, and I well remember at one of the summer shows a then principal breeder asking him how his birds were bred, and Mr. Carter exclaimed, "Yes, I sell milk," as this was his business, and we had a right good laugh at the time. I purchased one of this gentleman's young hens, from which I bred many first-class winners. This tends to show that mottled birds are not always bred from equally-marked ones, and I strongly recommend a heavy-marked cock and lightly-marked hen. A great point is getting the head nicely spangled or broken, neck and underneath, and in trying to obtain the latter many of the birds are heavy on breast. I like to see the birds heavily marked or coloured in its nest feathers; in fact, I've known birds to look like self to mottle lovely when moulted. It is very awkward to distinguish a good Light mottle in the nest, and I strongly advise you to keep all good coloured youngsters until moulted, as you never know what a bird will be, the most promising either throwing white flight feathers or something else. Hen birds are generally much better in quality than cocks, especially in tail colour, and I have never yet been able to fathom why brown-tailed light mottle cocks are so scarce, and I consider that in classes for cock and hen some consideration should be given to cocks. I must confess we are a long way from the standard yet, and this is borne out by the old stagers still heading the prize lists in Light Mottles. There is certainly good colour obtained by the Brander cross, but this should be judiciously used, otherwise trouble will result, and you get so far and think what a champion you have got, in fact ideal in your idea, but wait, my friend, until the moult.

SELFS.

Here a wonderful improvement has been made in recent years, especially colour, and I must confess the Brander is the means of same. The introduction of the latter has been the most successful in Selfs, and we are now obtaining far better type than some little time back. An ordinary self tippler of the old school would stand no chance whatever against the present day bird. I consider the chief characteristic in Selfs is the head, which adds greatly to a bird, and regret to say that at some of our principal shows I have seen birds win almost pure Brander with raky bodies and bad heads, and consider this most unjust, as we want the Tippler type to remain and be encouraged. Selfs are no doubt the easiest variety to breed, as no markings are wanted, therefore all you have to breed for is shape, colour, and soundness, but the typical bird with good sheen, head and eye takes some getting, and a great deal of patience in various crosses has to be used in attaining perfection.

LIGHTS OR CHUCKS.

These are considered one of the prettiest of the varieties; but are very difficult to obtain, and I am sorry to say do not get the encouragement they deserve in the show pen, as the same are usually classed with Selfs, and the latter generally take the lead. Breeders who have made a speciality of this variety seem to get so far, but lack the required colour, and this is very difficult to introduce. The Chuck is no doubt the nearest to the old original Flying Tippler, which has been brought to its present state by careful and scientific breeding. A man who possesses a really good Chuck is very lucky, and one bird I bred some seven or eight years ago won me hundreds of prizes for many years, but I regret to say I have not since been able to breed another to equal it. If the standard was altered to read "light" and not bound to be clear on head, then I think a class for Lights would fill at every show, and this would do away with the amount of trimming that is undoubtedly done to the heads, especially of this variety. Also, instead of the ten flight feathers only being sound, to have the secondaries or the twelve inner feathers to be sound also instead of white. If this was done, then there is no doubt more breeders would cultivate this class, as undoubtedly most of the winners are chance bred from Light Mottles.

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[end of Hepworth book]

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AND TO YOURSELF.

III

THE FLYING TIPPLER by Job Ofield, 1932

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Introduction

Presented in this section is **THE FLYING TIPPLER** by Job Ofield (Ilkeston: The Prior Press, St. Mary Street, 1932). Special thanks to Stanley Ogozalek (Keyport, NJ) for lending me his original of this book in April 1990. The copy reproduced here is a photocopy from Stanley Ogozalek's original copy of the book.

Mr. Job Ofield.

S. Prescott
6, Moore, Avenue,
Sheffield, S9 4GE
Yorkshire / England.
J Prescott

THE FLYING TIPPLER

BY

JOB OFIELD.

To Stanley Opozalek
from Jack Prescott.
May 1976

ILKESTON:
THE PRIOR PRESS,
St. Mary Street.
1932.

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PREFACE.

MY object in writing this book is to try and fill a long-felt want in the Tippler fancy.

The suggestion came from several well-known fanciers, with more knowledge than I possess.

If I have been over-careful in details I hope the older fanciers will bear with me.

No man knows it all, and I do not claim to be an exception.

I have simply given my knowledge to the new beginner in the fancy, from my long association with the Flying Tippler, in the hope that he may be put on the right road from the very first onset.

If older hands find my writings interesting, I shall be more than pleased. On the other hand, should there be written anything which is not to their ideas, I hope they will forgive me.

We only pass this way once, and the good one does lives after him. This I have always tried to bear in mind.

I am greatly indebted to all fanciers who have helped me to put these few facts together; to those who have supplied photos, times flown, and all other matter which goes towards making a book successful.

I trust, fellow fanciers, that you may have as much pleasure in reading these notes as I have had in writing them is the sincere desire of

Yours truly,

JOB OFIELD.

Ilkeston,
Derbyshire.

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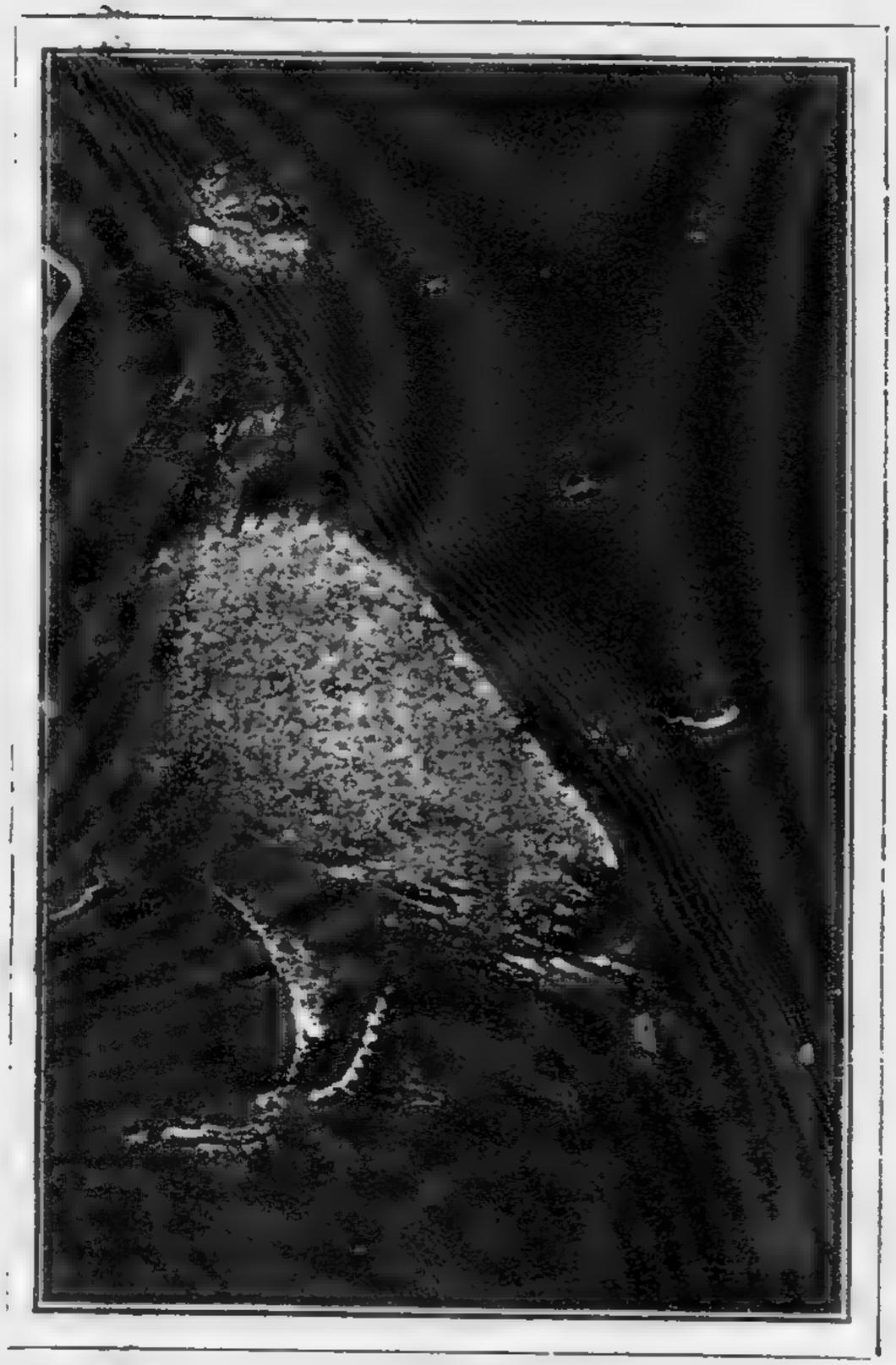

Mr. J.W. Pownall's Ideal Light Print Macclesfield Tippler.

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THE FLYING TIPPLER.

ITS ORIGIN AND DEVELOPMENT.

TO the working man who desires to stay at home and is fond of Pigeons as a hobby, there is no more fascinating breed well within the purse for such an one than the Flying Tippler.

Although there is nothing on record as to its origination it is generally believed to have had its source at Rainow, about two miles from Macclesfield. Mr. Pownall, of that town, verifies this in a statement that there is a painting of Flying Tipplers which was executed somewhere about 70 years ago and that he personally remembers his father keeping blues, greys, and bronzes nearly black 50 years ago. He does not remember such birds as badges, bald pates, or reds and yellows appearing in the pure Tippler, and when white was present it was generally on the shoulders—the heads and tails remaining coloured the longest, no matter how you bred, until they came with mixed tails and flights, ticked heads, with pure white bodies.

This was the type of bird as I first knew it. Of a medium size, not too long or short beak, not too full forehead, pearl eye, good shoulders, short keel, body well set and tapering down to the tail. Clear legs, not too long, and small red feet. Flights broad, coverings well up and extending to about three quarters of an inch from the end of the tail. The

position as the Tippler stood was in a rather crouching attitude with legs slightly bent as if ready to spring off. This bird was, in my opinion, the pure Macclesfield Flying Tippler. For style and high flying he was superb, and there is nothing finer, in my estimation, on a nice summer day than to see a kit of birds right up in the 'blue,' turning and raking the sky, the sun catching their wings as they do so, as if flashing a message back to earth.

In later years these birds have been crossed with other types of light fliers such as Tumblers, Wests, Cumulets, &c., to develop more staying powers. This has had a detrimental effect on the action of the bird, besides somewhat altering his appearance. I find that in 1870 the late Mr. George Smith, of Nottingham, kept High Flying Tumblers, as Tipplers were unknown in that town, also at Leicester. These birds were the old Mr. Crouch breed and they used to fly five or six hours at a stretch, but with so much tumbling that it knocked all the life and energy out of them.

The fanciers of that time were just as anxious to fly their birds as long time as they do now, but they had not the class of birds to do it, neither were the birds trained to the best advantage. The dropping places were not taken into consideration—in fact many of them had no regular system. Sometimes they flew their birds early in the morning and sometimes in the evening. However, as years rolled on fanciers became more enlightened, for they did all they could to breed the tumbling out of their birds. This was done by disposing of all the heavy workers each year, until they got a class of birds which would only single tumble. This made a wonderful difference to the time they flew, for at this period eight or nine hours was the time flown. The long time flying has helped to get rid of the Tumbling properties, for the same breed could a few years afterwards be seen flying eleven or twelve hours without a single tumble.

Macclesfield Tipplers were unknown in the Midlands until 1875, when some of the late Mr. William Jolly's breed found their way into Nottinghamshire. These were a class on their own—broad flights and short legs—quite different to the type that had their origination in Tumblers.

Still, with these pure Macs the fanciers could not beat the Tumblers' time, and when any competition took place, it was on the Tumblers that they pinned their faith.

The Leicester fanciers took up the fancy about the same time and they experienced the same difficulty. However, eventually the Tumblers' time was beaten, and after this the Tipplers became great favourites.

There was also a wonderful High flier which came from Burslem and Congleton, but it was so lightly-built that it could not stand rough weather. As these birds were spread throughout England they were crossed with the non-tumbling Tumbler, which improved their flying powers immensely.

I am under the impression that there are not many of the old pure Macclesfield and Congleton Tipplers left now, except those which have been kept for breeding purposes and for other than competition work.

Then there were the birds from Lincoln, known as the Lincoln Crazy breed. Some of the colours were Blue and some Silver. They are birds with a wonderful wing action which is quite a butterfly style of their own. Some of this breed are very small, and in about 1900 a large number were purchased by the Sheffield fanciers for crossing purposes. They are very light on the wing, and anyone watching them flying might imagine from the vibration of their flight feathers that their wings were made of india-rubber. Each stroke they take seems to spring them up considerably, but only nice weather suits them.

I have mentioned the Leicester Tipplers as coming to the fore-front about the same time as the Nottingham birds. In fact, about 1896 there were quite a few exchanges between the fanciers of these two towns. The Nottingham men went to Leicester and brought away all the non-tumbling Tumblers they could lay hands on, when the Leicester fanciers had condemned them, but not before the Leicester men had laid the foundation of their 17-hour strain. The Leicester fanciers appear to have kept to their old breed of Tipplers of years ago, when such men as Ross, Beechy, Holland, Bindley, &c.,

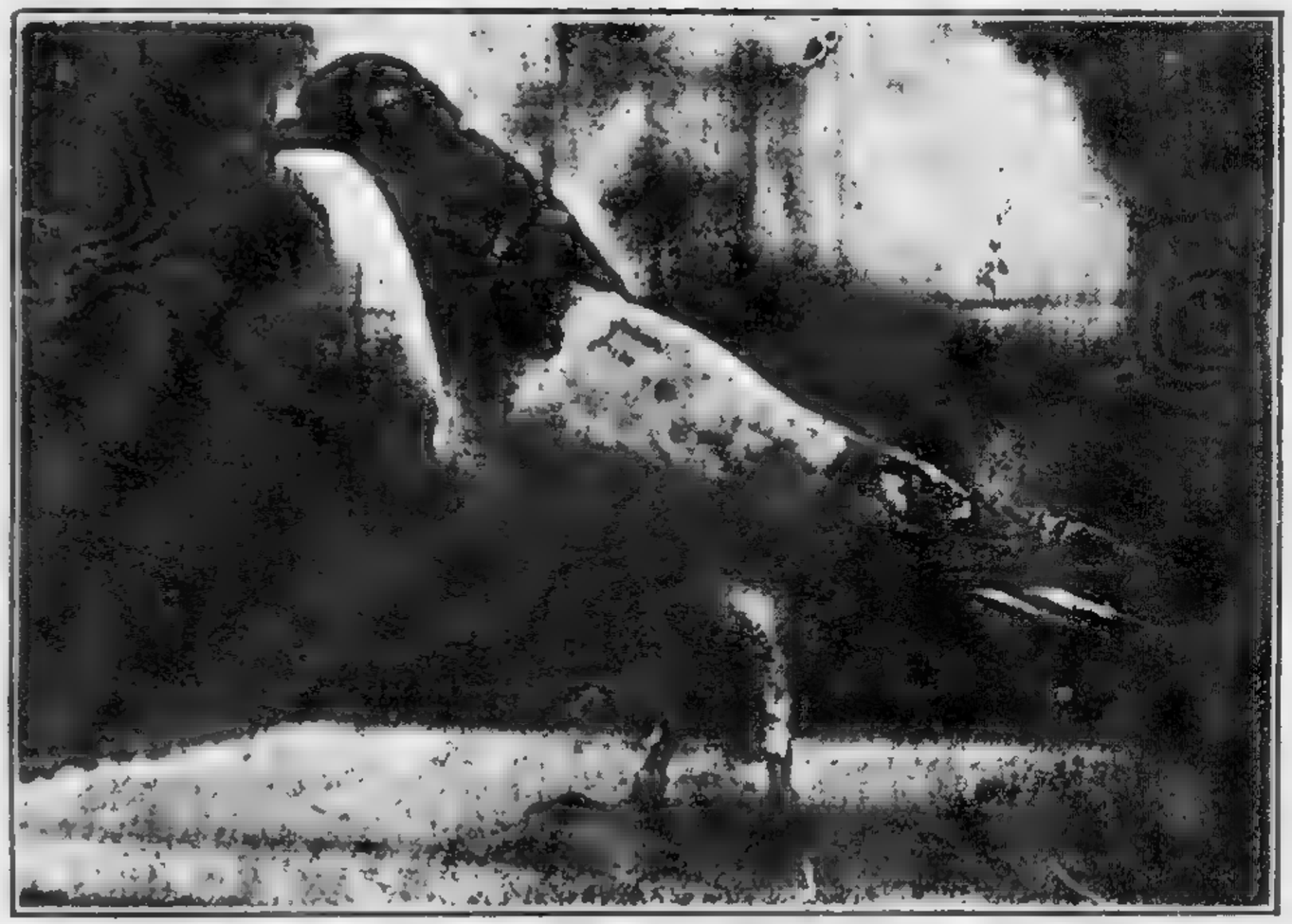
were at their best; in fact, I think that to-day to possess a bird of any of the above strains is an acquisition to any loft. They still appear to be a handsome variety of big, strong birds—chiefly light ones, with dark neck markings down to the chest, and have, for many years, shown their long enduring qualities for competition flying. They fly at a good height, with good raking tendencies. A bird, I would say, with the combination of the old Mac and the present Sheffielder.

The Sheffield bird is a bird to be admired for its long staying powers of flight; the holder of all the records, both young and old bird flying. A bird you have to reckon with, no matter in which town you live, or what part of the country you may be flying in during a National Competition.

You or your club-mates may have 'done good times,' with a possibility of winning, but when the final times are given, if you have not reckoned with Sheffield, well, you soon have to.

What is it that makes the Sheffielders so consistent in winning? There are three reasons. The first, in my opinion, is 'condition geographically,' for in some parts it is not a matter of getting the birds to rise, as the winds are such that given a right day, they sweep along the valleys, and virtually lift the birds up, making it difficult to drop them. Again, the fanciers living in the lower valleys may have a bad day for flying, but the conditions for the fanciers on the hills would be ideal and vice versa. Hence, if one club or fancier fails, it is only to the advantage of another.

The second reason is their systematic method of training. I have left Sheffield at night in a train, and have watched the sunset behind the hills, and when everywhere seems in darkness, you can still see that red glow. The Sheffield fanciers make the most of this sunset, and I have seen birds turned out to fly when in other parts of the country all hope of getting them in would have long since passed. So from my argument concerning the light, I have had birds flying in twilight which I have failed to drop, and I have watched



Red Dun Hen of the Sheffield Type of Tipp'ers.

them go, following the light northwards towards Mansfield and Chesterfield. These birds have been stamped and I have recovered them on hearing of their capture, but I have never recovered one from the south. This systematic training in darkness is very prevalent in Sheffield, and one invariably finds that the winner at some big 'fly' is the fancier who has carried on the longest in the dark.

The last of the three reasons is the good fellowship and healthy competition that exists at Sheffield. Such being the case, there is no room for a bad bird in any of their lofts. The type of bird generally kept is not one that would appeal to everybody.

The Sheffield bird is mostly different to the Macclesfield type. It is a bird of all colours—Reds, Blues, Blacks, Yellows, Badges, Chequers, etc They are not over big, in fact I once saw a kit at Mr. Moreton's going through their training, which were positively smaller than the breed of Silvers.

They are close feathered birds, small framed, long beaked, a short keel, and always hungry, which makes them very tame. This type of bird which is most easily controlled, will fly high at periods, but generally settles down after a while to a height of calling distance from their owner.

These birds are greatly used for competition flying, and with their flying low, the longer they fly are much safer for that last hour in the dark than their comperes the Light Print, which would have risen higher and higher as darkness came on.

The late Mr Jack Cockayne, of Walkley Club, Sheffield, held the world's record for old birds—these were three cocks. I believe two were blue and one black, these he flew 19 hours 35 minutes, on June 5th, 1922.

The world's record for young birds is also held by a Sheffield Fancier, this being Mr. Jack Holland, of Crooks Tippler Club. This was flown in August, 1932, when Mr. Holland's birds flew 17 hours, winning the N.T.U. and A.E. young bird cups outright, and beating his own record of August, 1927, of 16 hours 56 minutes.

Of late, there has been a tendency of the Sheffield fanciers to take up the Light Print in favour of the coloured bird. Here again, the many little winter shows held there is in no small way responsible for this, as on staging the birds the Light Print owners have been most successful, and as most of these shows are run on the sweepstake basis, other fanciers are keen to follow suit.

Whether they will be able to fly and control the Light Prints as well as they have done their colours, remains to be seen, but I know of one or two who have achieved success, namely—J. Whitely and Sam Billingham.

With the increasing popularity of the showing side of the Flying Tippler, it has unfortunately left itself open to the introduction of other breeds for the so-called improvement.

As we have the introduction of the Homer, the West and non-performing Tumbler into the flying bird, so with the showing, we have the crossing of the pure Light Print with the English Owl, the Self Tumbler, the Damascene, and the Antwerp Smerle. The chief two of these are the English Owl and the Self Tumbler. So clever is this cross done that it is possible with only the first cross with the English Owl to send the progeny of the same to shows, and 'be in the money.' Still, to make sure, this bird is crossed with Self Tumbler and the deceit is complete The first time I came across this type of bird I failed to discern the difference, and a Light Print got 'into the money' and a Grizzle being fourth. After the judging was over these birds were pointed out to me, and I carefully examined them for future observations.

At my next show where I had the honour to place the cards, I picked every bird out and put them down.

With some fanciers, the cry is for a standard, but this is only possible in a manufactured bird, although I must admit that before long the fancy will have to accept a breed known as The Exhibition Flying Tippler. This bird would be bred to standard such as one gets from the Owl Tumbler cross, and which only gets favour over the flier or pure 'Mac' by variety pigeon judges. Thus we shall have the Show Tippler, the Flying Tippler, and the Exhibition Flying Tippler.

Some will say, well how is this cross brought about? I have mentioned the birds used, but what are they, cocks or hens? I did not intend giving the cross away in order to keep the Tippler pure, but as it is already among us, if I do not give the information it can be readily obtained.

First of all, one must get a good young Light Print cock, and mate it up to a Blue English Owl hen. This produces a Grizzle, red in eye, slightly ruffled front, arched neck, a shortened face, a good big body and a big cere. Now take a cock off this pair, and mate to a blue long-faced Self Tumbler hen. This lengthens the face, gives the pearl eye, reduces the cere, gives a good frontal, pulls the neck in slightly, and there you have a Grizzle fit for showing. Now if you pair the Light Print cock you used in the first instance to a daughter of the first cross and Self Tumbler, the chances are that you will get a Light Print bird in each nest of two, and these are the birds which take much detecting. If one is careful of his periods of mating, the whole period of this cross can be brought about in two seasons.

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STARTING IN THE FANCY.

THE first thing to acquire is a suitable loft, and this must also be in a suitable position—as far away from the house or buildings of any description. The loft should be 8 feet long, 6 feet wide, 5 feet high at front and 6 feet high at back. This should be divided into two compartments of 4 feet each. Both places should have a door on the front. (See figure 1).

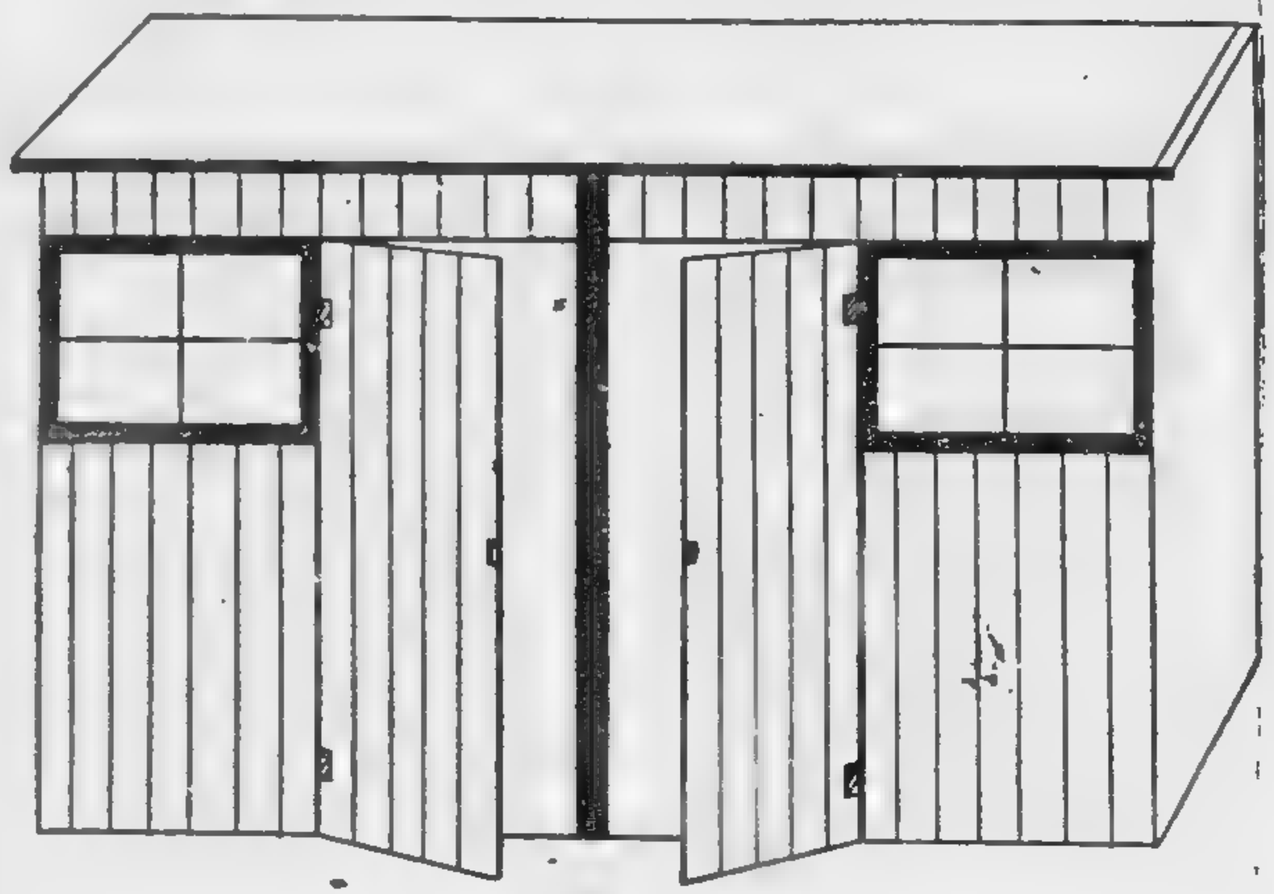

Figure 1.

Attached to the front, should be built a wire run (see figure 2), the exact size of the loft, excepting the height, which should be 7 feet all round. The top should project 18 inches on to the loft top to form a trap for liberating and catching the birds after

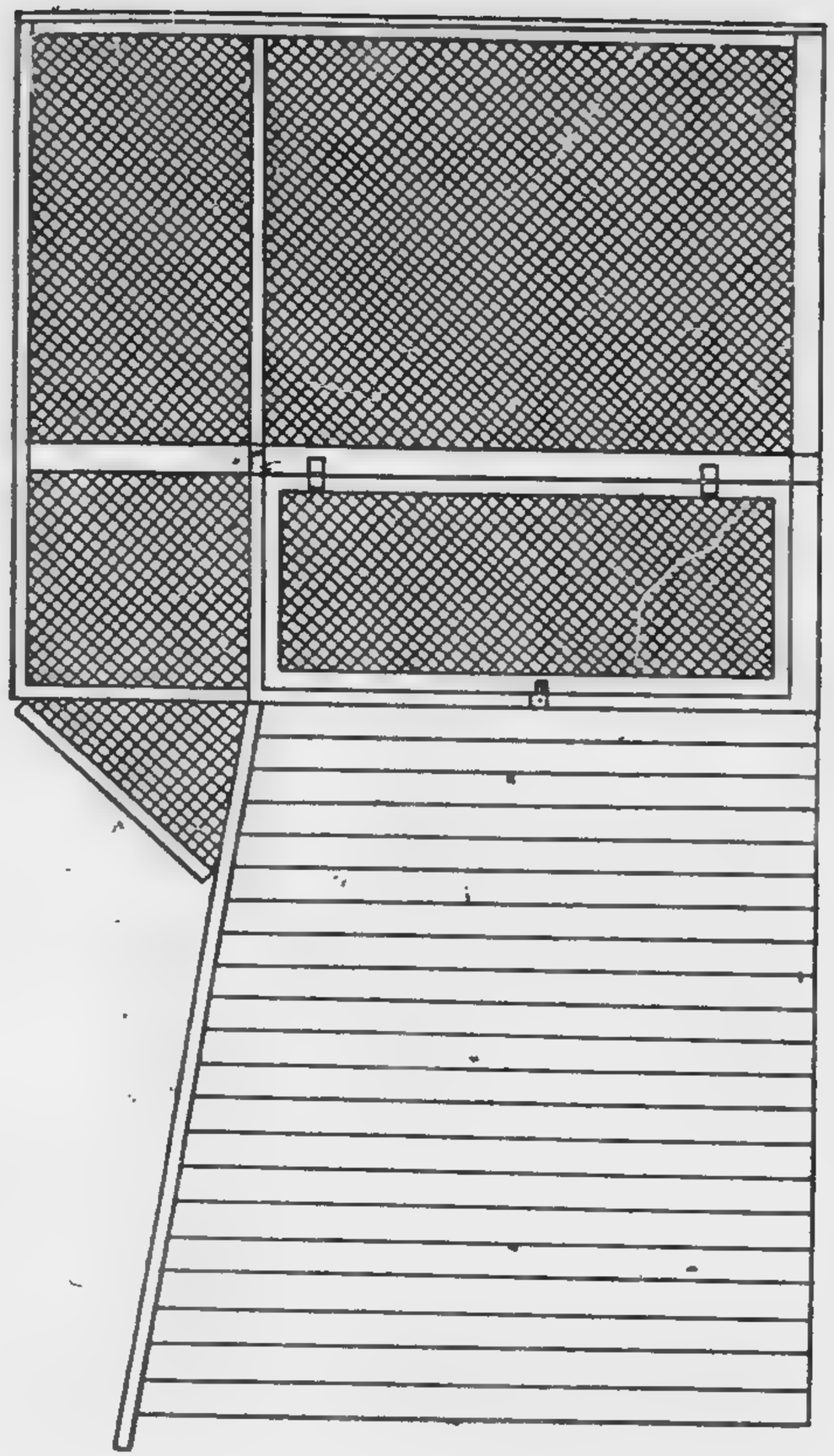

Figure 2.

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a 'fly.' A door should be placed on the side or front of the wire run, so that one must first enter the run to reach the loft. This ensures safety in catching any bird, for if you miss one in the loft and it escapes over your shoulder, it is still confined in the wire run.

Now the loft, as previously mentioned, is divided into two compartments, both having access to the wire run. One compartment is fitted up with shelves at the 6 foot end, or back. This would be three shelves, 18 inches apart, and the same width. These would accommodate three pairs of birds, but if the shelves were divided down the centre they would house six pairs of birds for breeding. The other compartment should be fitted with saddle percher, and the youngsters should be placed therein after leaving the old birds.

At the end of the breeding season one place should be used for cocks and one for hens. It is as well if a window can be placed on the front of each compartment by the side of the door, say a window 2 ft. x 2ft.; wood underneath, 4 ft. x 2 ft.; door, 5 ft. x 2 ft., and bob hole over door. A second door, made of wire, could also be fixed—same size as the wooden one—so that on hot days the wooden door can be opened back on the window, and the birds still be confined in the loft by the wire one. At the same time, one lot of birds could be at liberty in the wire run and another lot confined.

The loft should be built of good, sound timber, grooved and tongued boards, on a 2-inch x 3-inch frame. If it is raised off the ground slightly it can be kept free from vermin. The roof should be covered with felt and well-secured by laths. A good coat of creosote outside, and a good cream water-paint inside, will add to its appearance and the comfort of the birds.

PURCHASING THE STOCK.

HAVING the loft ready, the next thing is to procure suitable birds. In doing this, one has to consider what one desires. The types are so numerous that the fancier may select one and after receiving the same is so disappointed that he 'packs up' straight away. To prevent this, I should advise the beginner to start with Light Print 'Macs.' With these he cannot go wrong—they will fly well with style at a good height, and during the winter months can be sent out to shows.

The next thing is whether to procure old birds or buy young stock. I should advise buying old stock and breed your own youngsters.

You have your loft all ready; breeding compartment, &c., all fitted up, and have decided to purchase three pairs of stock birds. These can be had from some well-known fancier, through the 'fancy' press, or from an acquaintance. If you know someone already in the fancy, so much the better, as then you are able to see the birds fly before purchasing. Do not expect to buy good birds at a shilling or two each, but give a good price to begin, and go to a fancier with a reputation, then you will be on the right road at once.

I have known persons to start with birds bought from dealers, or in the markets. Such birds are only fit for the pie, as bad stock rarely breeds good youngsters. On the other hand, good stock birds will turn something out which should achieve a certain amount of success.

Having now obtained three cocks and three hens, we have to mate them. In the ordinary way this is not a very difficult proposition. Place a cock in a wire cage, then place a hen in the next compartment. A two-compartment show pen is the best arrangement and is also useful later on for training birds for the show bench. The cock, on seeing the hen, will blow himself out and vigorously sweep round and round to her, cooing loudly. On the hen's part, if she receives his advances

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she will sweep towards him with a gentle coo. Always remember that it is always the hen that does the selecting in the partnership. If she will have nothing to do with the male bird you cannot force her, but will have to get another mate. Sometimes, if you place her in a box, right away from the noise of the other birds for three or four days, it will make her come to the mate of your choice—but I have known that to fail. I once had a good hen which I sadly wanted to mate to a special cock, but she would have nothing to do with him whatever. I tried all manner of means and devices, but to no avail. I left them in show pens next to each other for a week, but she only pecked at him whenever he approached her side of the pen. One day I had a cock bird come home from a show—a bird which she had never seen before in her life. I put him in the pen and took my previous choice out. The hen immediately swept towards the new cock, and in fewer minutes than I had been trying days, she was paired-up.

The food at this stage should consist of wheat 2 parts, maple peas 1 part, kibbled maize ½ part, dari 1 part, tares 1 part. This should be well-mixed and given morning and evening. Do not leave food lying about on the floor of the loft, as this quickly becomes foul, and seriously affects the health of the stock.

Grit of the 'Fe-th' variety should be well supplied, and the water fountain a day long. Baths should be provided, and green food, such as lettuce and grass, is much appreciated.

Earthenware pans make the best nesting places. These should be half-filled with pine sawdust and some loose bits of straw scattered about the loft floor. The birds will then complete the making of their nests themselves. Some birds are idle and will not carry any straw to the pens. These should have some placed therein. Others get too industrious and will fill their pans to overflowing, with the possibility of the eggs or squabs rolling out. In this case, some of the material should be taken away. Use a little common sense and all will be well.

Birds should be paired-up about the second week in February (a little later more preferable than earlier). Also, it is very important that each hen should lay its first egg on the same day, or as near to each other as possible. Thus, when the squabs are hatched out after seventeen days, they will all be of one age, and so can all be put on the wing together.

There is nothing more annoying to the flying man than to have odd pairs of squeakers knocking about the loft. They are a nuisance to the old birds, if left with them, and if placed with young birds which are going out, they are a draw-back to these, as they want to sit on the loft top when other young Tipplers are on the wing.

When the old birds have been together about ten days, the hen will lay her first egg. An old fancier will know this event is about to happen, as her mate gives her no peace—following her wherever she goes, and giving her gentle pecks. This is what fanciers call 'driving to nest.' The first egg is generally laid about 4 p.m. Some fanciers remove this, replacing the same with a pot egg, until the second egg is laid, which is two days later. There is no need to remove the first egg, as the bird does not sit on it, but only stands over it until the next egg comes along.

The birds will sit for a period of seventeen days—the hen at night-time, and the cock relieving her at 10 a.m. until about 5 p.m. Give baths frequently to the birds while they are sitting, particularly the cock birds, and especially when the eggs are due to hatch out. If the cocks are given a bath before their turn comes to sit on the eggs, they will take over their duties with a wet plumage, which is ideal for incubation. Otherwise, if the birds have never had a bath, the nest becomes dry and parched, and you may have to moisten the eggs to help incubation.

Do not interfere with the eggs on perceiving them chipped—especially if you are inexperienced,—for if you begin to chip the shell away and start a bleeding under the membrane, the chances are that you will lose the squab.

It has often been argued that one squab in a nest does so much better than two. This is a matter of opinion. One

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squab may mature quicker than the double, but eventually the doubles catch up the singles, and in my opinion they are better birds because of their steady growth. I have heard it said that singles make larger birds, but I have failed to prove this. I have had single birds and have paired them to single birds. These I have only let rear singles, but I have never bred anything outstanding, just ordinary Tipplers.

Some of our best long-time fliers are decidedly on the small side. If size is to be aimed at, one must banish flying from one's object. Not that large birds will not fly, all Tipplers should do so, but if you have a bird with a large body, there must be a wing spread of equal proportions. This is often missing in larger birds, thus the flying propensities are reduced. On the other hand, small birds can and do have over-sized wings. Thus the propelling agent is more than sufficient for their light bodies, and you develope the flier.

To produce large birds, try the following, and the results will surprise you.

If you have five pairs for breeding, and each with two squabs, take one out of each for flying purposes, and put the other five in a cote with only a wire run.

When the fliers have finished the squeaker period, you have to put them through vigorous training (see Training Notes). By this method their growth is somewhat restricted, and while not being harmful, tends to develope the fatty parts into all muscle. The other five in close confinement, give them all the corn and water they can consume, two or three times a day. They will soon out-grow the fliers, and very quickly start to moult. If they are early bred, they will in all probability moult again before Christmas. This does not happen to those 'on the wing,' as continual flying retards moulting. Now the next season, pair your non-fliers together, keep their young in close confinement, and you will have your birds big enough for any show judge

Care must be taken that when putting young birds into training, their condition is not reduced too low, or the bird or birds will 'go light.' Too many birds put on starvation rations, have been hopelessly lost by this method.

BREEDING CHART—1931.

Cock	Ring No. / Year	Hen	Ring No. / Year	Youngsters Bred 1931—Nos.			
L Print	1926 / 1030	L Print	1930 / 1700	1600	1601	1602	1603
L Print	1928 / 444	L Print	1929 / 1700	1604	1605	1606	1607
Silver	1930 / 180	Silver	1926 / 700	1608	1609	1610	1611
Grizzle	1928 / 448	Grizzle	1930 / 1501	1612	1613	1614	1615
Blue	1928 / 445	Silver	1930 / 181	1616	1617	1618	1619
L Print	1929 / 1701	Blue	1928 / 446	1620	1621	1622	1623

Keep a chart similar to illustration for the registration of the youngsters. The above numbers are for the young, and can easily be arranged. Supposing as per diagram there are six pairs of breeding birds, and the fancier decides to take four youngsters from each, it would entail the purchasing of 24 rings. These could be allotted as per sketch—the first four to No. 1 pair, the second four to No. 2 pair, and so on. This chart could be made out on a piece of cardboard and hung in the loft, and be repeated each year, hence, if these cards are kept they can be referred to on any occasion. Should any die or be lost, they should be marked thus—'Died' written over 1601, or 'Lost' over 1602, and should any be sold, put a line through the number and enter in the spare column—'1603 to Smith.'

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ATTENTION TO YOUNG BIRDS.

WHEN the squabs are about seven or eight days old, the rings should be placed on their legs. This is a simple operation. Get well hold of the youngster by the left hand, with the palm over its back, this will enable you to grip the squab's foot with the left thumb and fore-finger. Push this forward and with the right hand push the ring on the three toes first and then press the back toe against the squab's leg. Carry the ring right along until it has cleared the back toe, then let the back toe come forward again and the ring is on. Take the ring number and year and enter same on a card or in a book which already has the parents' ring numbers and ages. You will find this most interesting for future reference, and for future pairings of your stock. You can always tell the birds that have bred the good ones and also the bad ones.

After the squabs are fourteen days old, the parent birds will begin to arrange for a second nest. Another pan of sawdust may now be placed on the shelf they occupied with their first nest. A good plan is to raise the second nest if possible so that when the old birds are sitting the second 'round,' they are not molested by the first youngsters. This can be done by placing a brick or a like article in first, and the pan on the top. When the second 'round' are hatched out, the first should be removed. These should be placed into the other compartment. At first they may sulk and refuse food and water, so you must be extra watchful of them, as many a promising youngster has died when a little help from yourself would have saved it.

If you notice that one is not feeding, feed it yourself with some soaked peas—about a dozen peas will suffice—morning, noon, and night, and after gently forcing its beak into the water fountain, it will soon get acquainted with what it has to do for itself.

The next thing to do with the youngsters is to let them have full access to the wire run, or let the old ones have the

run in the morning and the young ones in the afternoon. If you can divide the run for the time being, so much the better. When they are used to the wire run, open the trap on the loft top, and let them wander about at will. If you have the old birds in the wire run, the youngsters will not go very far away. If they should 'strike up,' just move the old ones about to draw their attention, and down they will come.

At this period it is as well if the youngsters are kept a little hungry, as you find them easier to control. Get them running about the loft top after a few grains of dari—which are easily seen—and so into the trap again.

After a while they will 'feel their wings' a little, and begin to dart off the loft top, some going one way and some another, and you may have six youngsters flying and six kits. Do not be alarmed—shake the old birds up, or better still, if you have an old Fantail by you for a 'dropper,' put him on the loft top and whistle your young Tipplers down.

Keep them hungry and repeat this method for at least a week, after which you will notice they will begin to kit or circle round together. When they do this, you can reckon you have got your first kit 'on the go.'

While you are paying so much attention to the young birds, do not neglect the old ones—give them good food, clean water, baths, and plenty of health grit.

Some fanciers take 'two rounds' from their old ones, and some three—being a matter of choice,—but which-ever you decide to do, be sure you do not over-crowd. We will suppose, it being your first breeding season, you decide to take two nests Very well then, proceed as with the first youngsters—ringing, etc.

When the old birds have laid their third pair of eggs, remove the eggs and replace them with a pot one. If you have no pot ones, let them sit on the eggs for a fortnight, then destroy the eggs and take the hens away, placing them with the first lot of young birds, and leaving the cocks to finish rearing the second lot of youngsters.

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By removing the hens after fourteen days, you take them away just before the soft food begins to form for the 'third round' young, and so prevent sour crop, etc. The cocks will do their duty by their own until they can feed and drink for themselves. Keep the birds separate—the cocks in one loft, and all the young ones and hens in the other loft. Should you notice any of the 'first round' to be cocks, place them with the old ones until you have sorted out both sexes, and have two compartments full.

You will continue the same treatment with the 'second round' as with the first, with regard to the settling of them.

TRAINING YOUNG BIRDS.

WHEN the youngsters have fairly 'taken to their wings,' they can, at about eight weeks old, be put through a course of training. To begin with, start your young birds off two hours before dusk, and fasten your loft up so that no other bird is on view.

Do not over-feed your birds; and when you think they have flown long enough, put your Fantail on the loft top or drive all your birds into the wire run. Whistle or call your youngsters, and throw some corn around for the others to pick up. The birds flying will soon come down to know what is wanted of them.

The next day keep them confined to the loft, and repeat the day after, but liberate one hour earlier. The food may consist of wheat, peas, and barley. Only feed once a day—at dusk, and only give water after meals except when turning out for a fly, when they may have a drink before liberation.

Continue this treatment gradually, increasing the time by turning out one hour earlier than the previous time, until the birds are about eleven weeks old. They should by then be flying about nine or ten hours, after which they could be put into serious training for a long day's flight such as are organised by the National Tippler Union, the All England Tippler Society, and the Welsh National, chiefly held on August Bank-holiday Monday.

Remember this—keep the birds closely confined unless 'on the wing.' As soon as they drop, get them in smartly. Never allow them to loiter on the loft top, as it makes them lazy. Never over-feed so that they go and drop away, because where they settle once they will go again, perhaps on a day when much is at stake. So always drop birds on the loft top. Do not fly cocks with hens unless you are obliged to, for when they drop they are a nuisance to get in after flying.

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COMPETITION FLYING.

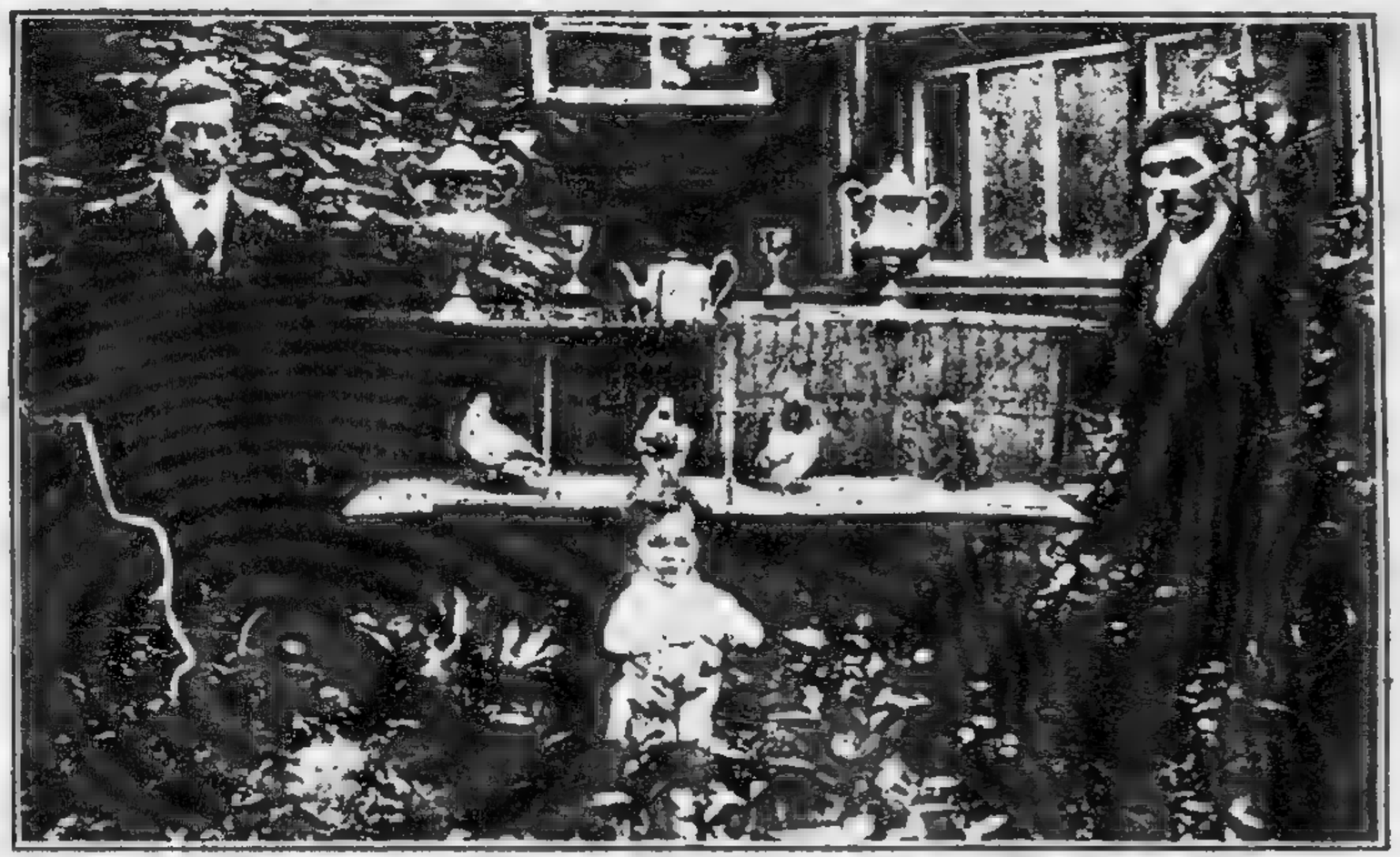
YOUNGSTERS at eleven weeks old may be put into vigorous training for a long 'fly.' This should commence three weeks before the day fixed for flying.

To train and 'condition' a Flying Tippler you do three very important things. The first is to reduce all fat from your birds by feeding them sparingly, and getting them into a low condition. The second is, that while they are in this condition they are absolutely under your own control, and can be manipulated with ease. And lastly, re-build them up into condition so that their bodies and wings are all muscle and fibre, with no waste particle of flesh on them but that which will be of advantage on the day of the 'fly.'

The first thing to do then, is to reduce all fat and superfluous flesh, and replace by muscle and fibrous sinews. This is done by placing the birds on a barley diet.

Having selected the birds which are to go through the period of strict training—any number will do, from three to twenty-one, but we will say five—which makes a nice kit. These should be all of one strain, so that they should all fly uniformly—not, as I have seen, some kits of four well up, and one 'tailing on' thirty or forty yards below them, or half the kit raking away and one or two circling round the loft. You should have noticed your own birds and how they were individually bred, to form your kit.

These five birds should be placed in a place of their own. A yard square is quite sufficient room. Place five perches in—they will soon claim one each. Some fanciers do not put any in at all, but keep the birds on the compartment floor. Keep this place in semi-darkness, or you can close it up altogether, with just a few air-holes round the top of the sides. The first day (Sunday), do not give the birds any food, but a drink of rue tea and salts in the water.



Brothers Tom and Josh. Davies, of Cwmburla, Swansea, with their winning kit of Welsh Record-Breakers.

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To prepare this, place four or five sprigs of rue in a pan with a pint of water; bring to a boil and gently simmer for ten minutes. Add one teaspoonful of Epsom Salts, and when cold, is ready for the birds to drink.

This drink should be given at dusk. Leave the fountain in for five minutes, then take it away and close the birds up for the night.

Second night (Monday), at dusk, feed on plump, sound, malting barley, which has been dried in the oven for at least 24 hours without discolouring it.

Let them eat as much as they will; clear up any left over, and half an hour afterwards, give a drink as on the first day.

Third day (Tuesday), feed same as second but give pure water to drink.

The fourth day (Wednesday), turn out to fly for four hours before dusk; give a drink of pure water one hour before liberation.

Possibly your birds may fly low and sluggish, and you may have a difficulty in keeping them up, but make them go even by frightening them when they appear to be dropping. Do not leave them, or as soon as your back is turned, down they will come.

After they have gone as long as you wish, put your droppers out and call or whistle them, and they should not take much persuasion to enter their own compartments.

Let their bodies settle down for half-an-hour before feeding, then give them an eggcupful of linseed and fill up with dried barley. Half-an-hour afterwards give pure water to drink.

Thursday and Friday, give the same as on Tuesday, and on Saturday fly as on Wednesday, but turn out one hour earlier. Feed at night, as on Thursday and Friday, with dried barley.

Sunday—barley and few maple peas at night; water, rue tea and salts to drink.

Monday—feed and water same as on Sunday.

Tuesday—feed at night, peas and barley; clean water to drink.

Wednesday—turn out to fly one hour earlier than on Saturday. Make them go till dusk. Feed at night, peas and barley and water. Always keep them on the hungry side.

Thursday and Friday—feed and water as on Wednesday.

Saturday—turn out to fly one hour sooner than on Wednesday. Fly till dusk. Feed at night on peas and barley and water.

Sunday—dried bread crumbs and dried barley, rue tea and salts in water.

Monday—breakfast, half-feed dried bread ar seed; no water. Supper, barley and peas; clear water.

Tuesday—breakfast and supper same as Monday.

Wednesday—breakfast, nothing. Fly for five hours only, up till dark. They should be dropped with some 'fly' left in them.

Wednesday—supper, dried barley, peas and canary seed. Do not over-feed and water.

Thursday—breakfast, canary seed and linseed; no water. Supper, dried barley and peas only. Three-quarter feed and water.

Friday—breakfast, nothing. Fly same as Wednesday (this is the last 'fly' before the day selected for long-time flying). Supper, dried barley and peas and water.

Saturday—breakfast, nothing. Supper, dried bread with dried egg mixed with it; sprinkle over same half teaspoonful of ground kola nut, then give wheat and canary seed. *No water.*

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Sunday—midday, dried egg, bread and kola nut, canary seed, millet and wheat in small quantities; water. Nothing more this day.

Monday—'Fly' day. One hour before liberation give dried bread, canary seed, millet, turnip seed, about half-a-dozen grains of small indian corn each, and the same of maple peas. Failing to get them to eat, give them anything they fancy, and water to drink.

If the birds are over-fed they will not come and eat, and you may have to turn them out without food, when their chances of going right through the day are very small. On the other hand, if they are well-fed before going out, on the above feeding, and trained as above, they should fly at least sixteen hours.

In training, always take the water away after meals. Always keep birds in the dark or semi-darkness. Never allow food to remain on the loft floor. Give grit in an old tin for a few minutes after feeding every other day, and then take it away. Give a bath every Sunday, including Sunday before the 'fly'—it invigorates them. Do not disturb them more than necessary; keep them quiet. Before turning out, look at their eyes and beaks—see that they are clean, also see that there is no hard dirt or feathers adhering to the legs and feet. These are small details, but may mean a lot.

Never fly a sick bird—it's not worth the risk. If in doubts of any, do not trust to luck; be safe on those that are fit.

The above treatment can also be carried out for old birds at Easter and Whitsuntide 'flys.' When flying old birds it is better to fly unpaired birds—either all cocks or all hens. These should be kept as quiet as possible and away from the cooings of paired birds. It is better to box the hens off separately, as by bringing them up into condition they may start laying eggs, which is disastrous while training.

Always be very careful when flying Tippler pigeons that the weather is not too bad for flying. On competition days, of course, you are almost bound to liberate, but even then, I have known the conditions to be so wretched that fanciers have foregone the 'fly' for the love of their birds.

If the weather is boisterous you do not need your birds to 'rake' much, or they may not have enough strength to get back—so keep the rice away from them. If it is inclined to be foggy you never want your birds too high, and to keep them low, feed on peas and small indian corn, but no water before liberation. Should there be snow about never risk having your birds out at all, because should a snow-storm start while they are in the air, the chances are that you will lose the lot. Of all the adversities of the weather—rain, wind, fog, and snow, I think a sudden snow-storm is the worst. One can generally perceive a fog coming up, and if the birds are trained to droppers, you should have no difficulty in getting them down, but if a sudden snow-storm comes on the birds simply lose their heads, and you can see them with their feet out, when hundreds of feet up, trying to tread on the snow as it is falling. Thus they lose all knowledge of their surroundings and travel further and further away until lost completely. I once timed a kit of 18 out one bright winter's morning, just for a spin. I left them only for a moment or two while I went on a short errand. I had not been away long when a violent snow-storm came over. I hurried home, but was too late—I saw my birds just going over the fields. I heard of them a few days later being found nearly 20 miles away. Then there are the winds to contend with—there are the 'down' winds and the 'lifting' winds.

If your cote is in a hilly country or town, you will perceive the difference a wind makes, more than the fancier whose cote is in a flat country.

When a loft is on the west side of a hill, a favourable wind for flying is a south or south-westerly. This is a most important item, if it can be arranged, as there are more westerly winds than any other kind during the summer or the flying season. A wind coming from the open country from the west catches these birds and literally lifts them up. Otherwise, were the wind to come from the east, it would come over the hill, and what old fanciers term, 'be on their backs.'

Then again, with the loft on the east side of a hill, the same thing happens again only vice-versa. That is why so

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many fanciers whose lofts are in this position nearly always do so well in the Easter 'flys,' when the winds usually are N.N.E., changing round towards the S.S.W., as the spring and summer come along.

On placing the loft in position, a point worth remembering is to note where the winds are most favourable for the position, and then turn the loft so that the lower side, or front, faces that position, as the birds invariably drop facing the wind—a point our airmen have discovered also for 'taking-off.'

After the competition day do not fly your birds too often. Three 'flys' a fortnight are quite sufficient, and where a fancier has two kits—one of cocks and one of hens—this is quite easily managed.

Another point I would expressly bring to the fanciers notice is: do not over-crowd or retain too big a stock. A few birds are a pleasure, but to have too many are a bug-bear and a burden. A man may be successful the first year both 'on the wing' and 'in the pens.' The second year he decides to go one better—he doubles his breeding birds in the hope of doubling his success. What is the result? He has more birds than he can manage properly, his good birds deteriorate, they occupy too much of his leisure, take too much cash to feed properly, and so he packs up disgusted. Such cases are happening every year.

SHOWING.

AFTER the flying season is over, there are numerous shows all over the country which provide classes for the Flying Tippler. These generally run thus—Light Print adult cock; Light Print adult hen; any other colour adult cock and any other colour adult hen. The same applies to young bird classes.

The Light Prints are the old 'Mac' type, and there have been some beautiful specimens of these at some of the shows. Good types of birds are those with good flights, deeply chested, and nicely marked at head, flights, and tail. Although this is only a secondary consideration—the marking, still, in my opinion, a good bird with good marking is an acquisition, and it adds to its beauty and dignity.

With a Variety judge who judges all classes of pigeons, a bird which shows itself off well in the pen, with good head, shoulders, short body, small red feet, standing on its toes, pearl eye, will appeal to him strongly, although the bird may not be a flier. But to the Flying Tippler judges—those who are in the fancy themselves—another type of bird will appeal to them: a bird which handles well—close bodied, tight feathered, with good flights; a bird that, as he looks him through, the judge says to himself 'now this bird ought to fly'—his condition is good and nothing is lacking in any point a a flyer should possess. The same applies to Any Other Colour class. These comprise, Blues, Blacks, Reds, Grizzles, Yellows, Chequers, Badges, Duns and Silvers, &c. Excepting the Duns and Silvers, the others are a hard type and are easily got into condition. There are some big birds about of this type. I have seen some wonderful stock sent up from Wales and the West to the N.T.U. annual show.

The Duns and Silvers, I always think, are a gentler type of bird, and more difficult to obtain specimens for showing purposes. Even to dissect these two colours, the Silver is a more difficult proposition than the Dun.

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1931 Silver Cock. Special, Best Silver in Show, National Tippler Union, Leicester, 1931. Bred and exhibited by Mr. Job Oield

In the Manchester district there are classes set out for Duns and Silvers especially, and all other colours, including the Light Prints, are in the A.O.C. class. I have seen some wonderful birds staged at these shows, especially the Silvers, but they very rarely change ownership. A good winner in the Duns or Silvers is worth holding on to.

The reason they are not so popular is probably because one has to breed so many to produce an almost perfect specimen, and fanciers rarely fly them for competition purposes, so that to the flier fancier they are really a side-line.

There are lofts which are composed of nothing else but Silvers and Duns—but only a few, whereas other fanciers may keep only one or two pairs, hence the inability to produce the quality as with the other colours and types.

Mr. Frooms and Mr. Emmerson are great admirers and breeders of the Dun and Silver.

Winning at shows is not achieved without some little effort and trouble of the fancier. Birds have to be trained for these events or it will handicap their chances of winning. A good bird badly put down may take second place against a poor bird well put down.

In the first place, a fancier should obtain a pair of pigeon show pens, or more if he has the convenience. All the birds fit for showing should be given a spell in these—it gets them used to being handled, fed and watered at the shows, and 'steadies them down' wonderfully. These pens can also be used for sick birds, or for separating flying hens, or for pairing-up purposes. There is no doubt a few show pens are an acquisition to any loft.

Next, is a travelling box or hamper. An easily-made one is that of three-ply wood, divided into separate compartments by canvas. A good size is 11 inches wide, 8 inches deep, and allow 5 inches for each bird. Make separate lids for each compartment, and a big lid covering the lot, with fasteners and straps all complete. I like boxes better than baskets, as most of the shows are held in the winter months, and boxes are less draughty than baskets when lying on the platforms of the railway stations. If possible, always rail

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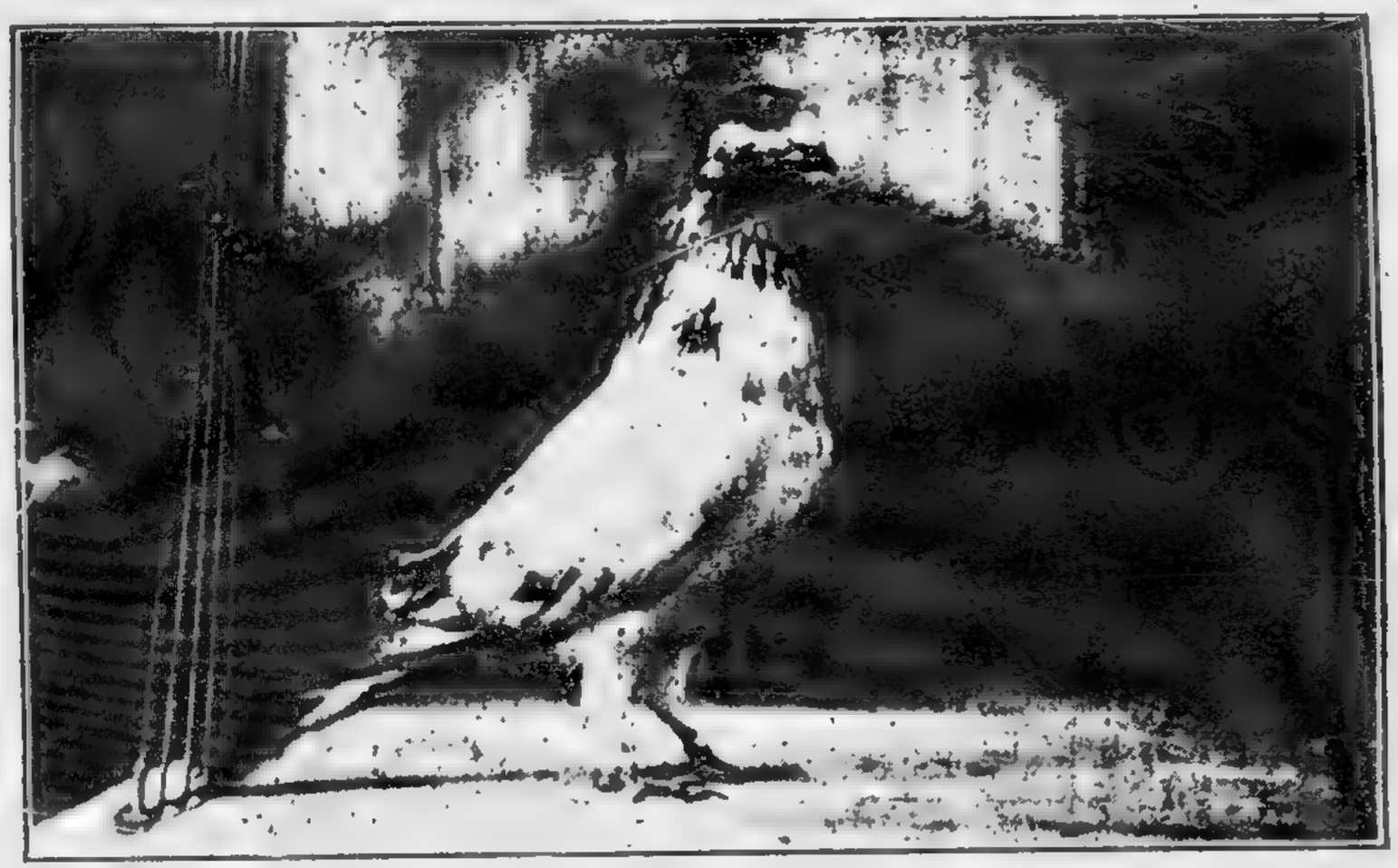
birds at night, well-fed and watered, for a show the following day. Do not send dirty birds—they do you no credit. Well wash their feet and legs, and brush with a little vinegar to brighten them up slightly. Rub a little vaseline on the beak and polish it, also polish the ring on leg, so that the number and year are easily discernible. Attend to these minor points and see how it improves the appearance of the birds. Prior to a show, give good sound food for a week, with a little linseed and Parish's chemical food in water. The day before the show, give a good feed of canary or other small seeds, which will enable the bird to be quite alert on the show day, and exhibit itself to advantage.

Do not overdo the showing side, unless you have the stock at your command. Once in fourteen days is quite often enough for a bird to be out. I have known cases where a bird has come back from a show a winner, fed and watered, placed in another basket, and sent to another show miles away. Next time home perhaps—not a card, and can one wonder at it. Keep a record of all shows and each bird sent; also the name of the judge and any remarks. A good idea is to work to a plan, which can be hung up in the loft, when one sees at a glance how one stands as regard shows.

SHOW CARD, 1931. No. 1.

Show	Date	No. of Birds	Entnc Fee	Rail	Prize	1st	2nd	3rd	R	V H C	H C	C	Judg
York	25-6-31	3	6/-	1/10	15/-	1		1			1		Smit
Palace	22-11-31	4	20/-	2/-	30/-	1	1		1			1	Jone



A Light Print Chuck Cock of the pure Macclesfield type. A bird equally good on the wing and in the show pen.

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SHOW CARD, 1931. No. 2.

York	H.C. 1060 x 29	1st 1580 x 28	3rd 1300 x 30		
Palace	1st 1580 x 28	2nd 1300 x 30	Res. 1701 x 31	c. 1060 x 29	

A correct account should be kept of all shows, and this is made easy by the adaption of cards as shown above. No. 1 shows a complete survey of charges and costs and prize money won, also the judges and awards. No. 2 shows at a glance the birds sent to each show, and the winners. Cards of this description are very interesting, and I find them often referred to—not that there is any desire to run a hobby as a business, but it shows at once whether one is 'holding his own' in the fancy with consistent winning, or whether by continually being absent from the money awards, one needs to seek the cause and remedy the same as soon as possible.

GENERAL HINTS.

AFTER feeding remove the water, except for old birds during breeding season.

Place perches in flying compartments conveniently near the roof of loft, allowing one for each bird.

Always feed flying birds as near dusk as possible.

Do not over-feed, or the birds will become fat and lazy.

Do not allow flying birds the use of the wire run except for bathing purposes.

To remove feather lice: boil a handful of quassia chips in a quart of water, simmer for five minutes and then pour the liquor into the bath, filling up afterwards with cold water.

Don't allow any corn to lie about on a soiled floor. Any corn left over from feeding should be swept up, thus preventing it becoming fouled and causing sour crop. Any bird vomiting after a meal when roosting for the night should be separated from the other birds, and the corn vomited should be destroyed, or the others may eat it and so become similarly affected.

If there are any aerials near your loft, the danger of your birds striking these will be reduced by placing corks on same.

Do not drive your young birds too hard before they are fully acquainted with their surroundings, or they will drop away, and where they have dropped once, they will go again.

Don't give grit *ad-lib* except to breeding birds, but a small portion every two days after their evening feed.

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Birds in moult will not fly—a little exercise is all they need at this period. Try and avoid flying in rough boisterous weather, as it is hard work battling against the wind.

Handle your birds often and get them to know you, because you have more control over them, and they lose their nervousness.

Like ourselves, Tipplers like a variation in food by such tit-bits as canary seed, hempseed, and linseed. The last two especially during moulting season. Dried biscuit is also good, and is an asset to the old birds for feeding their young.

In feeding birds separately during training for a special 'fly' is a big advantage, as they all get the same allowance. Some birds will eat faster than others, while some will pick out different kinds of seed to others. Thus, in a kit you get differently fed birds

Should you be unable to drop your birds at night, you get an 'over-fly.'

If you are lucky they may be there the next morning, or they may come later in the day, but it all depends how far they have wandered during the night. Naturally they will be very hungry, so feed sparingly at first on small seeds and luke-warm water.

Where do the lost Tipplers go that are never heard of during the flying season? In my opinion—especially birds lost in an 'over-fly'—they fly until exhausted, crash on buildings such as out-houses or in gardens, and become easy prey for cats, etc.

If a little izal powder is mixed with sawdust, and placed in the nest pans at the beginning of the breeding season, there will be no trouble with fleas, red mite, etc.

This should remain in the pans all the season; only the hard excreta being removed.

FLYING RULES.

THE rules appertaining to competition flying are pretty much the same; both in the National Tippler Union and the All England Tippler and Tumbler Society.

They are as follows:

Each competitor to fly from three, but not more than twenty birds in each kit. The colour, sex, year, and number of ring of each bird, must be taken and entered in proper order in the space provided for same on the time sheet by the referee on the morning of the competition. The referee must be at the competitors' place to see the birds liberated, and must stay and referee until the birds have finished for the competition.

The birds which are the longest time 'on the wing' to be the winners, providing they are all settled at home and are verified by the referee, and no objection is lodged against same, and they have flown to the following rules.

Any bird or birds settling within fifty yards of the loft at starting, five minutes shall be allowed the owner to get it, or them, 'on the wing'; should the owner fail to do so in that time, the birds to be disqualified Any bird or birds dropping more than fifty yards from the loft will be disqualified.

Any competitor's kit, or bird forming part of a kit, dropping more than fifty yards from the cote or loft will be disqualified. This rule applies to any bird having once dropped within the fifty yards limit, then rises again and afterwards drops outside the fifty yards limit.

Any competitor's kit, or bird forming part of a kit, dropping not more than fifty yards away from the loft, and is unable to induce the bird or birds into the loft or cote, will be allowed to have them fetched off the place where they have settled.

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The Terror of the Tippler.
Mr. Lewis, of Llanelly, with a Hawk measuring 4 feet 6 inches from tip to tip of wings.

Any competitor's kit, or bird forming part of a kit, raking away from the sight of the referee at any time during the first hour, they shall be allowed the remaining portion of the first two hours, but should the birds come in sight at any time during the second hour, and then go away again, only one hour is allowed from the time the birds go during the second hour, and not more than one hour shall again be allowed during the competition.

Should any competitor decide to drop his kit, he must inform the referee of his intentions before doing so. Time to be taken of the first 'dropper' he puts out, be it a pigeon, handkerchief, whistling, or any other means to keep the birds around home, or to induce the birds to drop.

No light shall be shown or exposed in any of the competitors' premises to induce the birds down until the first bird of the competing kit has dropped. For the purpose of this rule, a competitor's premises shall be any premises or place he may rent or over which he has control.

Any person frightening or causing to be frightened any competing bird or birds shall cause the competitor to be disqualified.

The referee shall have access to any place he may be appointed to watch or where he may consider fit, so long as it is on the competitor's premises.

If the referee engaged sees just cause for disqualification he must acquaint the owner or the person he has left in charge of the kit before leaving the premises.

Any person having more birds out of his own than the actual kit he has started, either by accident, or any other cause, will be disqualified.

No referee shall leave any competitor's birds before the whole kit has dropped, unless the competitor is disqualified or decides to be disqualified.

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Each referee after he has seen the birds got into the loft to his satisfaction, must at once be allowed to inspect the whole of the competing kit, and see that the year and ring numbers, etc., correspond with those entered on the time sheet by himself before they were liberated. Any competitor's birds flying until dark and then split up and are seen flying in odd ones, only one hour from then will be allowed to induce them to drop. Any competitor who fails to drop the birds in the one hour allowed must be disqualified.

Mr. J. W. Hathaway, of Bristol,
Secretary National Tippler Union.

THE NATIONAL TIPPLER UNION.

THE National Tippler Union was founded September 28th, 1912. The first meeting recorded in the minute book, was held at the 'Forest Lion,' Nottingham.

At this meeting Mr. Harry Collis was Chairman.

Mr. Geo. Siddal was Secretary *pro tem* but was absent, so Mr. G. T. Law was elected to take the minutes of this meeting.

The officials for 1913 were elected as follows :—

President : Mr. F. Boaden, Nottingham
Vice-President : Mr. W. Allen, Leicester
Secretary : Mr. H. Collis, Sheffield
Treasurer : Mr. J. Sharpe, Leicester

Council :
Mr. S. Russell, Liverpool
" Chas. Lowe, Leicester
" J. Hartshorn, Burslem
" F. Machin, Tunstall
" A. Taylor, Macclesfield
" W. J. Roberts, Swansea
" G. T. Law, London

The N.T.U. is a real live force and conducted on real sound lines.

In Mr. Hathaway they have a good Secretary, who joined the N.T.U. at its first inception. He has held every office except that of Treasurer.

Mr.Govier, of Swansea, has been Chairman now for quite a number of years, and his sound judgment in matters concerning the Union has commanded the respect of all who have become associated with him.

The Council is elected every year, the Annual Meeting being held in Birmingham at the end of September.

Apart from the elected Officials and Council the N.T.U. has its President and Vice-Presidents.

In Mr. H. M. Power, of Streetly, Staffs., they have a gentleman worthy of such a post. His fine lofts and birds are a credit to the owner and fancy generally. He is a generous donor to the N.T.U. and the numerous trophies and awards he presents are an asset to the N.T.U.

Among the Vice-Presidents is Mr. Geo. Frooms, of Manchester, a fancier with an unbounded affection for the Flying Tippler. Mr. Frooms' services are much in demand as a judge, and among Silvers and Duns he is most at home.

Mr. Geo. H. Storey, of Newcastle, another of the N.T.U. Vice-Presidents. A great fancier who loves his hobby and when showing, to be able to beat Mr. Storey is to achieve something.

Mr. Boughton, of London, is also a keen fancier, one who shows and also flies his birds. certainly he is an acquisition as a Vice-President.

Mr. W. H. Bell, of Aigburth, is a gentleman respected not only by Tippler Fanciers, but by the whole pigeon world in general. His most generous gifts of cups to the various specialist clubs throughout the country are only too well known. We in our humble way can show our appreciation of such fanciers as Mr. Bell by supporting to our fullest extent any project put forth by the National Tippler Union.

I, myself, have also the honour to be one of the Union's Vice-Presidents. I have always endeavoured to do my best in a small way, and can only say how proud I am to belong to such a fraternal company as the National Tippler Union.

The trophies to be competed for in the N.T.U. are :—

Old Bird Cup with cash at Whitsuntide. Young Bird Cup with cash at August.

The Senior Aggregate Cup for the longest total times flown at Easter, Whitsuntide, and August.

The Novices' Cup to be flown for at similar dates as Senior.

Mr. Bell's twenty-five guinea Cup for young birds, and Mr. Hug's Cup for the fanciers doing the best total in the three National flys, flying not less than five birds.

THE ALL ENGLAND TIPPLER AND TUMBLER PIGEON FLYING SOCIETY.

THIS Society was re-formed in February, 1903, and is the oldest Society in existence.

Unlike the N.T.U. it is confined to flying fanciers living in England.

It has had a varied career, being very successful right up to 1926. Since that year it has had a difficulty in carrying on

In 1930, Mr. J. Holland of Sheffield, took over the reins as Secretary, with Mr. J. Ofield as Chairman, along with a representative Council, who are doing their level best to bring it back to its former status

Needless to say with such an enthusiastic body of fanciers, much progress has been made during these last two years.

Membership has considerably increased, a good sale of rings has been effected, and a considerable balance in hand is now being shown.

Mr. J. Holland, who by the way holds the young bird flying record, has shown himself a master hand at Secretarial work.

In 1931 under his guidance the A.E. ran its first Annual Show, at Sheffield, which was an unqualified success. This, like the N.T.U. Show, will now be an annual event, and so will keep fanciers interested during the non-flying season.

The A.E. run a Sweepstake Fly at Easter, and at Whitsuntide has its Old Bird Cup fly, along with Pools and Shield Teams.

At August there are again Pools, Shield Teams, and the Young Bird Cup to be flown for. Another Cup that is flown for at August in connection with the A.E. is the Joe Hall Memorial Cup, which goes to the fancier flying the second longest time with young birds.

This cup was originally the A.E. Young Bird Cup, but when it was first competed for in 1902, the late Mr. Joe Hall won it three times in succession—with five birds in 1902, five birds in 1903, and five birds in 1904, with 13 hrs. 32 mins., 14 hrs. 5 mins., and 14 hrs. 40 mins. respectively, thus the cup became his own property. At his decease, however, his friends returned it to the A.E., as a second Young Bird Cup, and to be known as the 'Joe Hall Memorial Cup.' This cup cannot be won outright.

The American Cup is flown for in Sheffield the first Saturday in July. This is for Old or Young Birds, or both, and presented by a gentleman named Mr. Harlie Nicholson, of Leominster, Massachusetts, U.S.A.

His idea was to create bigger kit-flying, and not less than seven birds can compete in a kit.

The longest time ever put up for this cup was flown by Mr. Cyril Moreton, a son of a former A.E. President, at Sheffield, who flew seven birds 17 hours—flying from 6 a.m. to 11 p.m.—truly a great performance with a large kit.

This cup can be won outright, but to achieve this one must win same five times, not necessarily in succession.

This American Cup is easily the largest trophy flown for. It is three feet high, with a plinth large enough for a foot stool.

The winner each year is presented, by the donor with a special prize in commemoration of his feat, which becomes his own property.

This gentleman has also given another cup, known as the 'Nicholson Memorial Cup.' It is a handsome cup, and is flown for in memory of the donor's brother, Barton Nicholson, a late Sheffield fancier.

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This cup can only be competed for on August Bank Holiday Monday, and with Young Birds.

The first time it was flown for was in 1924—Mr. Sam Billingham being the winner, with three young birds, having a time of 15 hrs. 35 mins. This cup cannot be won outright.

The 'Pigeons' Cup is presented by the shareholders of the weekly periodical, 'Pigeons and Pigeon World.'

This cup was presented in 1928 and is held for one year by the fancier whose birds fly the longest time in any authorized competition in England and Wales.

This cup can be won outright in three flys, not necessarily in succession.

Mr. Sam Billingham won the same the first year, with old birds, at Whitsuntide, and repeated the performance the following year (1929). He only wants another 'notch' on the same to become his own property.

THE WELSH NATIONAL.

THE Welsh National was formed in 1924, and is confined to fanciers living in Wales.

It is a successor to the old All Wales Tippler Club.

The present Secretary is Mr. C. Harrison, of Swansea.

The Welsh fanciers are a very plucky lot, and have to contend with serious losses each year through the ravages of the Hawk, or 'Jerry' as they term him.

Each Whitsuntide they put an international team (of five aside) against one of the National Tippler Union. Invariably the N.T.U. are the winners, as they are not subject to the hawk pest such as their opponents are.

They have some splendid Light Prints in Wales, some of the owners being—Harry Davis, J. Clements, Dick Lewis, of Llanelly, the brothers Josh. and Tom Davies, of Swansea, and Dai Davies.

Having so much to contend with from the hawk, the record for long time flying in Wales has long remained intact.

The old bird record is held by the late Mr. Cyril Saunders, of the Mumbles, with 18 hours 12 minutes, with Light Prints, in 1928.

The young bird record is held by Mr. Ted Fountain, of Bynhyfod, Swansea, with three Badges, also in 1928.

The first Welshman to bring the N.T.U. Old Bird Cup to Wales was Mr. H. Emanuel, of Treboeth, Swansea. He flew three birds in 1912—his time being 17 hours 11 minutes, and the cup has never been won in Wales since.

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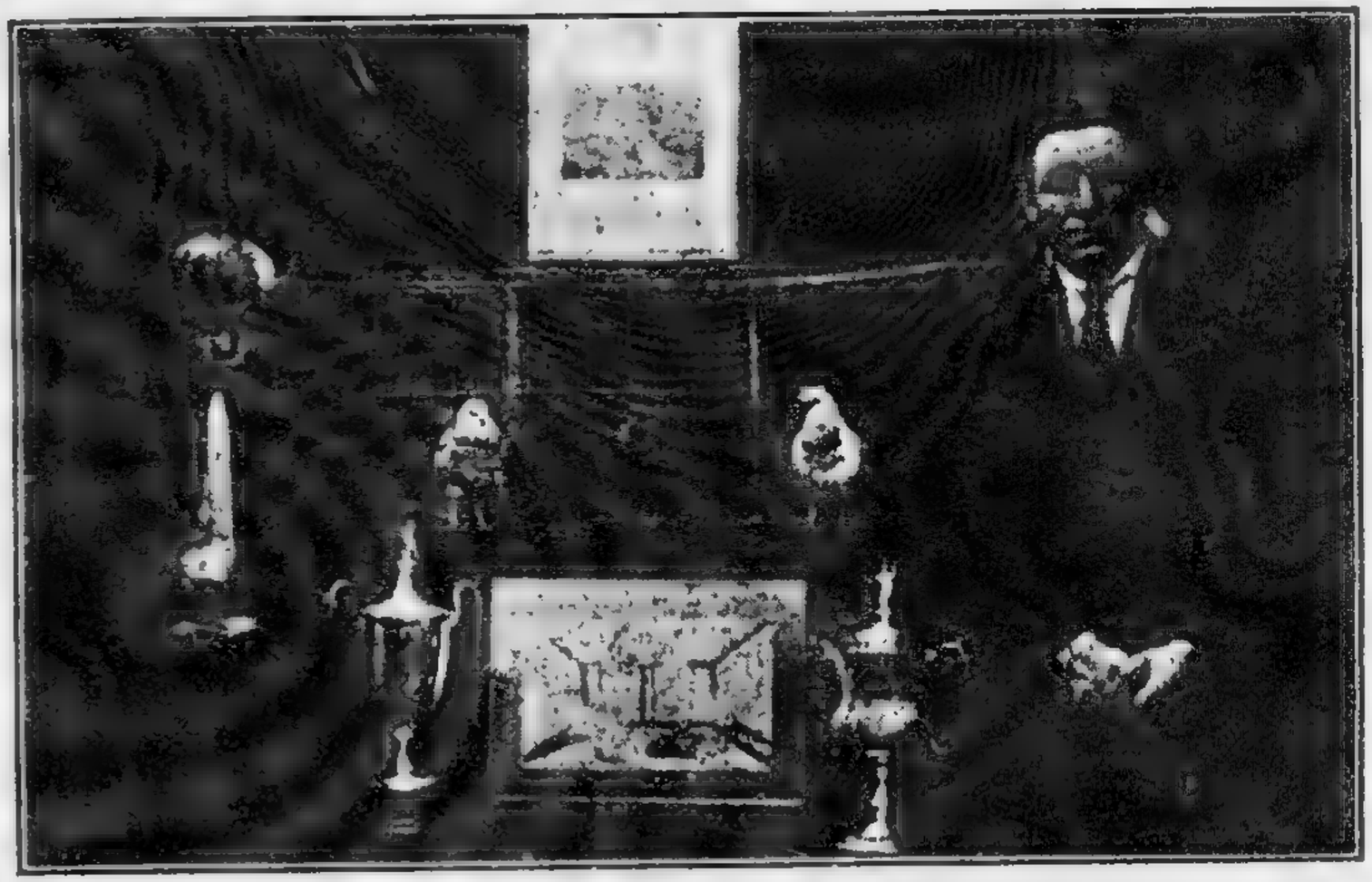

Mr. R. Lewis, of Llanelly (and son), with his winning kit of Young Birds.

Messrs. Davies Bros., of Cwmburla, Swansea, won the N.T.U. Aggregate Old Bird Cup for the first time in Wales, with a total time of 40 hours 40 minutes, in 1930.

Harry Davies has won the N.T.U. Cup for the most points at their annual show, five times in succession. He won the first one outright, and has now 'two notches' on the present one. Truly a wonderful record.

SOME GREAT 'FLYS.' OLD BIRDS.

J. Ward	Sheffield	...	18-15	1908
W. Setters	"	...	18-25	1911
J. Cockayne	"	...	18-30	1911
J. Cockayne	"	(World Record)	19-35	1922
W. Middleton	"	...	19-15	1924
J. W. Moreton	"	...	19- 0	1924
J. W. Marlow	"	...	18-58	1927
S. Billingham	"	...	18-15	1929
F. Crossland	"	...	18-53	1930
H. Sampson	"	...	18- 0	1931
J. Gilbert, Leicester		...	17-51	1931
G. Turner, Sheffield		...	17-43	1932

Mr. Billingham won the N.T.U. Old Bird Cup outright in 1929—his time being 17-30 (1926), 18-6 (1928), 18-15 (1929),—a very fine performance.

SOME GREAT YOUNG BIRD 'FLYS'

J. Hall, Stockport	5 Birds	13-32	1902
" "	"	14- 5	1903
" "	"	14-40	1904

Three great 'flys'—winning the A.E. Young Bird Cup outright.

G. Eagle, Sheffield	...	16-31	1916
H. Oliver, Rotherham	...	13- 5	1917
A. E. Lippiat, Manchester	...	13-15	1918
E. Bindley, Leicester	...	14- 0	1919
J. Hollingworth, Sheffield	...	16-40	1920
A. Faulkner, Leicester	...	16-15	1921

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J. Crawford, Sunderland ...	16- 3	1922
Garner & Clarke, Leicester ...	16-54	1923
J. Whiteley Sheffield ..	16- 8	1925
A. Staniforth " ...	15-24	1926
J. Holland " ...	16-56	1927
Ibbotson & Turner " ...	16- 2	1928
S. Wilcox, Leicester ...	16-32	1929
J. Ward, Leicester ...	14-52	1930
A. Faulkner, Leicester (9 birds)	14-46	1930
J. Holland, Sheffield ...	16-50	1931
J. Ofield, Ilkeston ...	16-30	1931
J. Holland, Sheffield ...	17- 0	1932

J. Holland, in 1932, broke his own World's Record of 1927. In this year he won the N.T.U. Young Bird Cup outright, also the A.E. Young Bird Cup. His times for the three flys being 16-56 (1927), 16-50 (1931), 17 hrs (1932), showing very consistent flying for young birds, and three great performances.

Mr. Job Ofield's commodious Lofts at Ilkeston, accommodating 200 birds.

ROAMER:

The Story of a Flying Tippler.

By JOB OFIELD.

"YOU are three lucky young beggars, and especially Roamer," said the old dark cock, after they had come in from a short spin.

"Why?" asked Roamer.

"Because I heard the boss say the other day, he could not reckon on you—you took all the others away. I expect that is how you get your name."

"Well, what are we lucky for?" asked Snip and Spider.

"Oh, the governor has selected you three youngsters for the August Young Bird fly. He won the Old Bird Cup two years ago last Whitsuntide, when I was in the kit. We flew over eighteen hours. 'Guy, and it was a day! Hot?—not half; and when he knew we had won he didn't half make a fuss of us. Poor old Spotty, the hawks got him a year after, and Mealy he 'got the wires' and has never flown since."

"But you're not telling us you were flying all that while, old man!" said Spider.

"Aye, we were that, and you will have to go nearly as long, or there will be trouble in store; but shut up, here's the boss coming with a pal."

"Oh, these are the three I am flying at August. I've got the old cock with them, as young Roamer, as I call him, is inclined to get away too far."

"I see," said his friend, "but it's time he came out of them now, don't you think?"

"Yes," said the boss, "after to-day they will be on their own."

"What sort of a show did they give on their trial spin?"

"Well, keep it dark, but I've got three beauties here—not much to look at, but just you handle this one" (picking up Snip).

"My word, he's great," said his friend. "Deep chest, good wing spread, and all flights up."

"This is Spider, off an old flier of mine that 'crashed the wires' one night. I only breed with him now."

"He also handles well," said the visitor.

"And this is Roamer, I call him, and if he behaves himself on the day, everything will be alright."

"Well, why risk him," asked his friend, "when you have so many more to choose from?"

"I don't know," said the boss I am sure of the other two, and I've gone through what's left, and every time I watch them I say 'not like Roamer,' and when I handle them and open their wings he beats them again—they cannot compare with Roamer's."

"Well, I wish you luck. Jones tells me he has some wonderful 'stayers' this year, and I was at Brown's last week end, and he has a topping lot. I wish my own kit had not vanished the way they did a week ago, and perhaps I should have given you all a run."

"There you are," said the old cock, "did you hear what the boss said?—you're going out on your own next time. Let me give you a tip—come when he calls you, as you have seen me do when old Fanny is put out and he whistles. Also, I expect you will be parted from me now, and if you are placed in the dark, don't get 'the wind up.' I thought it funny, shutting all daylight off, but it makes you appreciate it all the more when you are turned out to fly."

The old cock was taken away that night and Roamer and his mates were fed on barley with dried bread added.

Spider complained a bit at the fare, but they all grumbled at the salty water with rue tea in it.

The next night (Monday), they were given similar rations and fed at dark by a powerful lamp.

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Tuesday, they grumbled because they were only three-quarters fed on barley and peas, but they appreciated the clear water.

Wednesday, at four p.m., the boss came and gave them a drink, and at five p.m., turned them out to fly.

How pleased they were to see the sun shine once more. Roamer, as they mounted, said "I'd fly just as well if we lived in daylight." But Spider answered "you are wrong, as you are going mad now you are let loose again." Snip remarked "if you don't go slower, Roamer, I shall drop out and you two can go your own way. Ah! that's better now—keep together and we can talk as we fly."

"Do you feel hungry?" says Spider. "I am, and it's getting a bit dark; shall we go a [illegible]?" "Yes," said Roamer, "I thought I saw Fan[illegible] Come on chaps, I can hear the boss whistling."

"How long do you think [illegible] asked Roamer. "The boss said four and half [illegible] up, after their supper of wheat and peas, with [illegible] drink.

Thursday morning, they were [illegible] a little dried bread with chopped-fine egg. Spider was very greedy about it and said he could do with a drink, but did not get one.

Thursday night, wheat and peas again for supper, and nice clear water to drink.

Friday morning, no breakfast. This did not suit Spider, as he thought of the morning before, but the boss was very thoughtful and came and gave them a drink at one o'clock.

"This looks like more work," says Roamer, and sure enough, out at two they went.

It was so exhilarating after their close confinement they went miles and nearly lost their bearings.

Snip began to blame Roamer, but he replied, "I've been a lot farther off than this. There are some rose plantations a bit further, they smell grand up here;" but Spider said "I'm getting hungry and the boss will wonder where we are."

"All right," said Roamer, "if you two are returning I'll go with you. Whist! did you see that? That's a hawk—let's get above him and get home."

It was nearly dark when they got back, lucky to have missed the hawk. The boss was waiting for them with Fanny, and when he got them in, he didn't half scold them for being away such a long time, "you will have me disqualified on Monday if you go away like this," he said.

"We told you so," said Snip and Spider to Roamer, "we catch it for your wanderings, and we wonder what he would have said if he knew Jerry had been after us."

After they had finished their supper of wheat and peas, they were given a good drink of Parish's chemical food, so Spider said it was, for he evidently liked it, as he went to the pot three times.

Saturday morning, they had a breakfast of canary seed and wheat, but no water; and a supper of dried bread, canary seed, and wheat, with water to drink.

Sunday at noon, they were fed on millet seed, canary seed, and wheat, with pure water to drink.

"This seems funny," says Spider, "a meal now;" but he was disappointed when he did not get one at night, nor yet a drink.

Monday morning, they were roused up at half past three. My hat, what an unearthly hour!

The boss looked them over very carefully, talking to them all the while. He took the ring numbers, cleaned the birds' feet, spread out their wings, and looked at their eyes. Then he gave them their breakfast—bread first, then a little canary seed, then a little rice and wheat.

Snip did not want any, and was much annoyed and sulky at being woke up so early.

But Roamer said "come on, Snip, I would not let Spider eat all. I heard the boss say we were soon going out, and you don't want to come back for breakfast, do you? or you may get your neck pulled."

If only to stop Spider having his share, Snip began to feed.

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Then they had a nice drink of clean water.

At five o'clock another strange man came. "What has he brought?" says Spider. "Hark at greedy," said Roamer, "he is the referee, come to take our time and sit and watch us fly."

"Yes," said Snip, "and to see you every hour, Roamer, so just you keep away from those rose gardens."

The boss tried them with another drink, and at exactly five-fifteen off they went.

A very heavy mist was hanging near the ground, and it was not long before Spider said "I am getting wet through." Roamer replied "you're sweating with over-feeding," and Snip suggested going higher. To that Spider said "we will, providing we can keep those lines in view," meaning the railway metals.

Roamer was for going to his roses, and for a time they flew very unsettled.

Down below, the boss was quite concerned and was fuming inwardly at Roamer, especially as he could see Jones' birds kitting quite close together.

The referee said "what's the matter?—your birds will be down soon." The governor said "all will be well if only the mist would rise," as it was already clearing on the brow of the hill.

They walked to the edge of the moor, and there it was clearing nicely and they could easily discern Jones' and Brown's birds going strong.

Suddenly the sun won his way through, and our three settled down evidently on business.

Twelve o'clock came and Spider thought of his midday meal of yesterday; but his mates reminded him of his tuck-in first thing, and so put him off for a while.

At four o'clock, Spider was sure Fanny was out—he could see her—but once more he was wrong, for one of the

boss's leghorn fowls had got on the loft top, and Roamer and Snip laughed at him not knowing a fowl from a pigeon, although they all came a bit lower to see the boss dust her off.

"It's no use," said Roamer, "I am off to see those roses. Come on, you fellows, we will be back well in the time," and for a change of scenery, they went.

The boss saw them wheeling and knew what it meant; swearing what he would do at Roamer, but when they were nicely on their way, a loud buzzing noise was heard, and something big loomed up in the sky, coming from the rose fields

Our friends had never seen such a monstrous object before, and mounted to a tremendous height, scared to death.

There they came in touch with Jones' birds, who told them it was an aeroplane, and that they had seen one before and did not like them.

Jones' birds said they had been with Brown's, and one of Brown's was feeling sick and would have to go in.

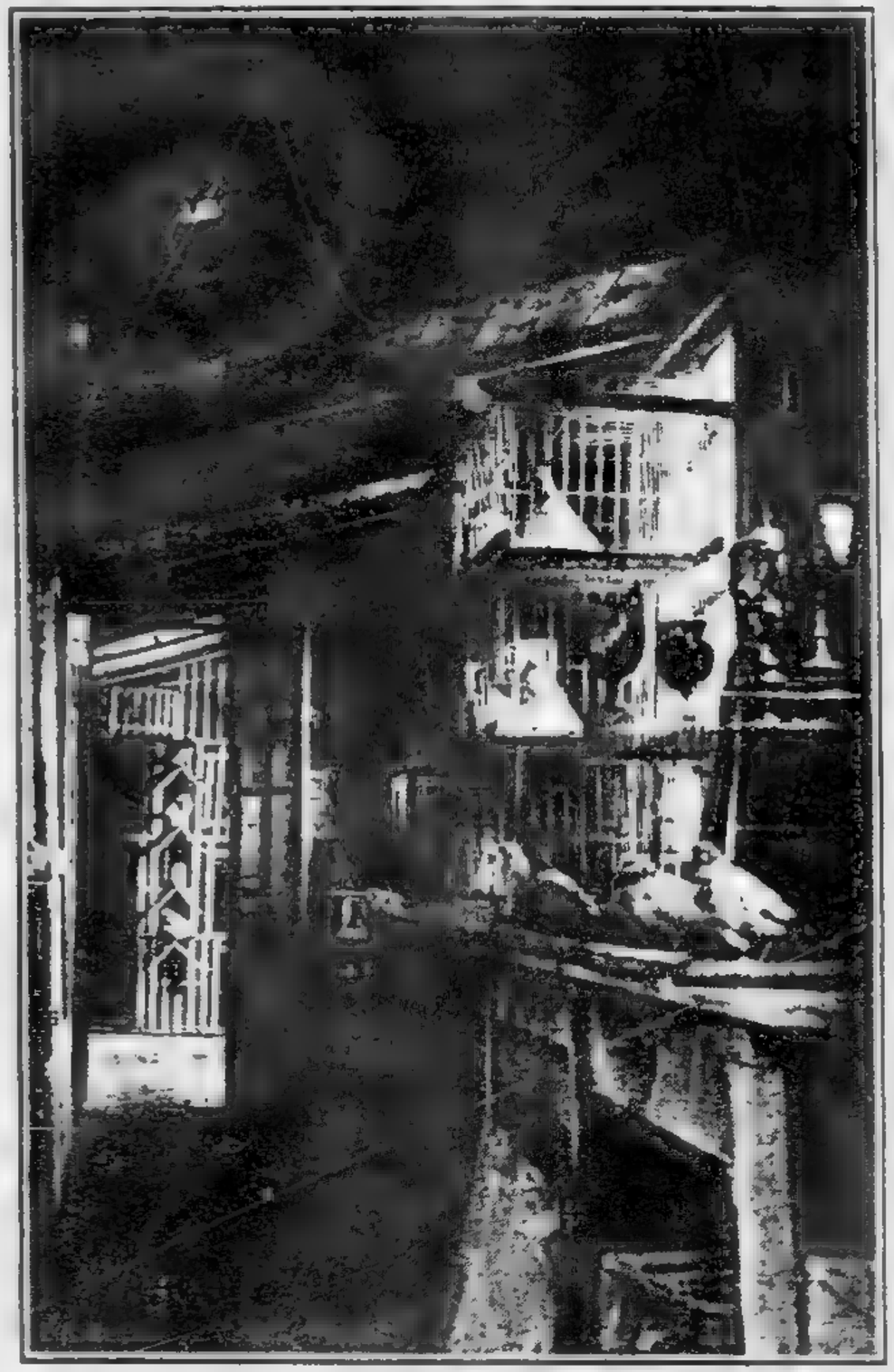
That was about five o'clock, so they guessed they were counted out.

While they were talking, they had not noticed they had come a piece lower when a strong kit of Homers rushed at them.

Now our young friends never did like this type of bird, and scattered in all directions.

Eventually Roamer and Spider got together, but poor nervous Snip got upset altogether and made off with Jones' birds.

The boss, how he did carry on. It was now seven o'clock. Brown was 'out of it,' his sick bird having dropped away; and here was Jones' birds not only going strong, but got Snip with them too.



Interior view of Mr. Job Ofield's Lofts.

Then it was that Roamer came into his own. He was determined to see those rose gardens, and told Spider so, and it was just as if he heard his boss say "the little devil would never wander when one wanted him to."

Spider demurred at first, thinking of his supper, but at last gave way.

Off they went like a shot, not too high but what they could easily be followed, to have their fill of the rose-field scents.

On their way back they picked up Snip, who had just left Jones' birds.

Snip was delighted at finding his pals once more and said "Jones' birds were talking of going down."

Roamer said "don't you believe them, they will beat us if they can."

It was now getting dusk when a runner came to the boss and said "Jones was uneasy, as his birds had their feet out and looked like dropping away."

Both kits had now flown fifteen hours and a half, but our young friends were going the strongest and Jones would not put his droppers out for he would have had his time taken.

Fifteen and three quarters! Poor old Snip had never been out so late, and the ground began to look terrible to him, and he began to climb. His mates said "don't be silly;" but went after him.

They wondered at the boss, and craned their necks for a glimpse of Fanny, or to hear him whistle. Would he never call them?

Jones now had one bird crashed on the slates, luckily within bounds, and the other two dropped on his cote two minutes afterwards—his time being 16 hours 5 minutes.

Roamer could just discern Jones' birds on the loft top and said "come on, boys, we have won," and when they flew round again a time or two over their own loft, there was Fanny, and the boss whistling for all he was worth.

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Spider wasn't half pleased. Guy, he was hungry, but poor old Snip became very nervous, and just when Roamer and Spider had about got the cote top, up he would go again, afraid to come.

It was now impossible to go far away as it was so dark and they would be lost.

Would they never get the loft? Spider suddenly made up his mind and came down 16 hours 15 minutes.

Roamer was next, but poor Snip, when he tried it the loft seemed to come up and hit him.

Off he went, and the boss said "I shall never get him," and told the referee to disqualify him; but he replied "hold on, we can see him yet."

Again Roamer came to his aid, and he began playing up to Fanny. This was too much for Snip, hearing his mate coo but scarcely seeing him, and he crashed on the loft top. They had won!

How pleased the boss was, and how he caressed them—greedy Spider, nervous Snip, and the wanderer, Roamer. He showed them to all his friends, and they had their photographs taken along with the cup. They had won, and the boss is never tired of relating their exploits of that never-to-be-forgotten day.

THE PRIOR PRESS,
St. Mary Street,
Ilkeston.

[end of field book] 9/11

FLY YOUR TIPPLERS.

YOU OWE IT TO THEM—

AND TO YOURSELF.

IV

Miscellaneous Pigeon Papers, January 1934--November 1959, from the Collection of S. Robert Powell

TABLE OF CONTENTS

Introduction

The papers in this section cover the period 1934-1959. I acquired first-hand the papers from the period 1952-1959.

In the 1950s, I did not raise Flying Tipplers. I did, however, raise Homers, West of England Tumblers, Muffed Tumblers, Rollers, Fantails, and Pomeranian Pouters. The Fantails and the Pomeranian Pouters were white and were (judging from photographs that were taken of them) of very high quality. When I went off to college, I sold all my birds. In all the years since that time, I have never seen Pomeranian Pouters that were any better than the birds that I raised in the 1950s (says he modestly). What I wouldn't give to be able to get back birds from that bloodline!

My twin brother Donald did raise Tipplers in the 1950s. They were very good birds from Emil Selnau, 202 Hollywood Avenue, Union, NJ and they flew beautifully—very high and for long periods of time, even though they were not flown in accordance with traditional nutritional and training guidelines. My involvement with Flying Tipplers began in 1984-1985, when I acquired birds from Stanley Ogozalek. It is that strain of birds that I continue to breed and fly at the present time.

* * * * * * * * * *

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- "Origin of the Tippler" by Nelson A. Balmer (pp. 178, 180)
- "Tippler Hi-Lites" by Virgil D. Schiavone (pp. 179, 185)
- "Blitzkreig in the Tippler Fancy" by Bob Funk (p. 180)
- "Tippler Delusions" by Virgil D. Schiavone (p. 180)
- "Canadian News" by George Stevenson (p. 181)

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March 1952 (p. 94), September 1953 (p. 284), November 1953 (p. 348), July-August 1956 (p. 221), May 1958 (p. 156), June 1958 (p. 204), July 1958 (p. 236), September 1958 (p. 301), October 1958 (p. 333), November 1958 (p. 365), December 1958 (p. 397)

Hoffman, William G., "Types and Strains of Flying Tipplers," **AMERICAN PIGEON JOURNAL**, December 1958, pp. 370-371

_____ "A Comparison of Tippler & Homer Flying," **AMERICAN PIGEON JOURNAL**, December 1958, p. 378

_____. "Flying Tippler Association News," **AMERICAN PIGEON JOURNAL**, December 1958, p. 382

_____. "A Comparison of Tippler & Homer Flying," **AMERICAN PIGEON JOURNAL**, January 1959, pp. 6-7, 25

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Tippler classified ads, **AMERICAN PIGEON JOURNAL**, July 1959, p. 238

Pensom, William. "The Flying Tippler," **LOS ANGELES PIGEON CLUB BULLETIN,** August 1959, pp. 9-11

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TIPPLERS AS I SEE THEM

[illegible] and it is Up to Them to Show Where the Points Will Be

[illegible]

[illegible] it is the b[illegible] old and [illegible] to create [illegible] I [illegible] I [illegible] I [illegible] because I [illegible] to [illegible] that the b[illegible] the [illegible] they should have. You [illegible] them [illegible] because [illegible] bird is always [illegible] and [illegible] being [illegible] pull[illegible] other to p[illegible]. Under [illegible] you don't get the same [illegible] of them as you would had you only a few really good ones.

This brings to us the matter of purchasing your birds. It is far cheaper in the long run to have 41 for a good one than to have four second-raters for the same money. The latter [illegible] only [illegible] in you not being [illegible] killing [illegible] In buying a first-rater, or breeding one, you [illegible] have a good chance [illegible] when you show it, whilst on the other hand, it is [illegible] contrary to chance for flying competitions if you haven't the proper [illegible].

Be Careful When Buying

The novice should look about him and decide from whom he will purchase his stock. He has a big range of choice, as there are good lofts of birds all over the country. If your object is flying, or showing, always tell the person you are buying from for what purpose you want them. After that stick to the fancier you select to buy your stock off, and if he fails you after you have given him a fair trial—[illegible] then, try someone else. Why I say this is [illegible] flying and showing are two entirely different propositions.

We flying fanciers know perfectly well that if those birds which fly these big times were put in the show pens there would be some rum stuff amongst them. But give them their place along as Flying Tipplers and they are masters of the air. I am not for one minute saying there are not good [illegible] among these long time flyers, because there are a few of them very hard to beat on a show bird.

I have had a try at building up a loft of good Flying Tipplers and to win [illegible] at the same time. Believe me, you never know [illegible] out of your pocket, and you have got a hard job on to achieve the [illegible] object. The old hands know when they have a real good one, and [illegible] they don't like to part, which [illegible] to their [illegible] to [illegible] and get the right birds.

I know of a man who has had a [illegible] with Tipplers and he [illegible]

[illegible]

[illegible] had a lot of experience with the [illegible] and [illegible] I have, [illegible] when I [illegible] with the pedigrees and the [illegible] of the [illegible] I [illegible] there I have [illegible] and [illegible] certain [illegible] are to [illegible] they [illegible] of the best breeds.

Feeding and Training

Now, to the novice and to interested in flying. Man, of course [illegible] many ways in training him. Some are up in the clouds for eight or nine hours [illegible] for three days in the house. I [illegible] a fine period, and day on day [illegible] to the [illegible] perfect speed. The reason is that [illegible] make the birds in order to make them fly better the last three or four days in the cole previous to the fly day.

I don't think there [illegible] fanciers in Sheffield who believe in a ten day's [illegible] seven days' feed, they [illegible]

[illegible] I rather live a three hour [illegible]

[illegible]

You may not for a [illegible] of [illegible] Come [illegible] of brandy to a pint of water, [illegible] it. It [illegible] given [illegible] a lifetime's experience.

I could [illegible] willing long enough, but [illegible] to [illegible] I've [illegible] to [illegible] the [illegible] weather. A [illegible] of guns [illegible] the disciplines, which should be [illegible] those points and see how far I am [illegible] by wishing all fanciers a prosperous [illegible] year.

REVIEWING THE FLYING TIPPLER FANCY

A Concerning Both Fancies

By W. H. VOLLEN

TWELVE months ago I wrote in Fancies "What [illegible] of the Future" [illegible] advocate early [illegible] snows. Climatic conditions are as [illegible] to [illegible] compared with the fitness of birds [illegible] the outlings of 1933 [illegible] There is no [illegible] our great [illegible] Tumbler [illegible] who [illegible] Yes, [illegible] Why [illegible] possible? I [illegible] in [illegible]

[illegible]

by the N.F.C. and A.D.[illegible] this direction. It is [illegible] is to be [illegible] the [illegible] and [illegible] I, personally, think not be [illegible] Tippler and Tumbler Fancy is governed by a [illegible] of fanciers.

[illegible] Flying Tippler and [illegible] North, in the Midlands, [illegible] good luck to [illegible] the state of [illegible] everywhere will make your work easier.

DIXONS
[illegible]

From Stanley Ogozalek

THE TIPPLER

By R. S. Wilson
Decatur, Illinois

A good Tippler will do many hours flying on the average mixed pigeon feed. For a long fly it is necessary to take off all surplus fat and put their bodies in a firm hard condition. This will take about two weeks of special feeding and training.

Barley is the best grain for conditioning a kit. Separate the birds you think are the best performers and put them in a small pen or compartment by [illegible]

[illegible] day, barley; third day, general mix, and give a few hours' fly; fourth day, barley; fifth day, wheat, and give a practice flight; sixth day give a mixture of hemp, 2 rape, 3 millet, and 5 canary seed, keep in a dark place on sixth day, [illegible] by artificial light. On the seventh day give a small amount of [illegible] an hour before light enough to see then water and liberate for the [illegible].

The following points should be observed: young birds can be put in training as soon as off the nest and settled, but not advisable to fly long hours until [illegible] ten weeks [illegible] I have had birds [illegible] ten weeks old, but [illegible] average in type [illegible] in the nest. [illegible] fly in better [illegible] five or [illegible] not [illegible]

Birds will fly low when first liberated, if any feed in crop. When training put out on empty crops, but for final fly give a small amount of hemp or canary and water. Birds that are too fat will fly low. After emptying [illegible] they go higher and then settle down [illegible] low above loft. Birds that fly [illegible] far away from the loft will [illegible] Of course, there are except[illegible]

Pick the Tippler that soars [illegible] like a butterfly. By this [illegible] rest their bodies and w[illegible] longer than the swift fliers [illegible] dashes about. Still you w[illegible] the lat[illegible] stay up well [illegible] or rain. Bi[illegible] from th[illegible] give a [illegible] from kit. [illegible] not be flown [illegible] or when [illegible] their [illegible]

A COMPLETE LINE OF FIRST QUALITY FEEDS

DICKINSONS GLOBE PIGEON FEED

You [illegible] depend on [illegible]inson's complete [illegible] of [illegible] for fancy, racing and utility pigeons [illegible] being of first quality.

The compo[illegible] of grains and seeds [illegible] to meet the [illegible]

The National for Philadelphia

At the meeting of [illegible] Pigeon Fanciers, held [illegible] the action of the Show [illegible] and Show [illegible]

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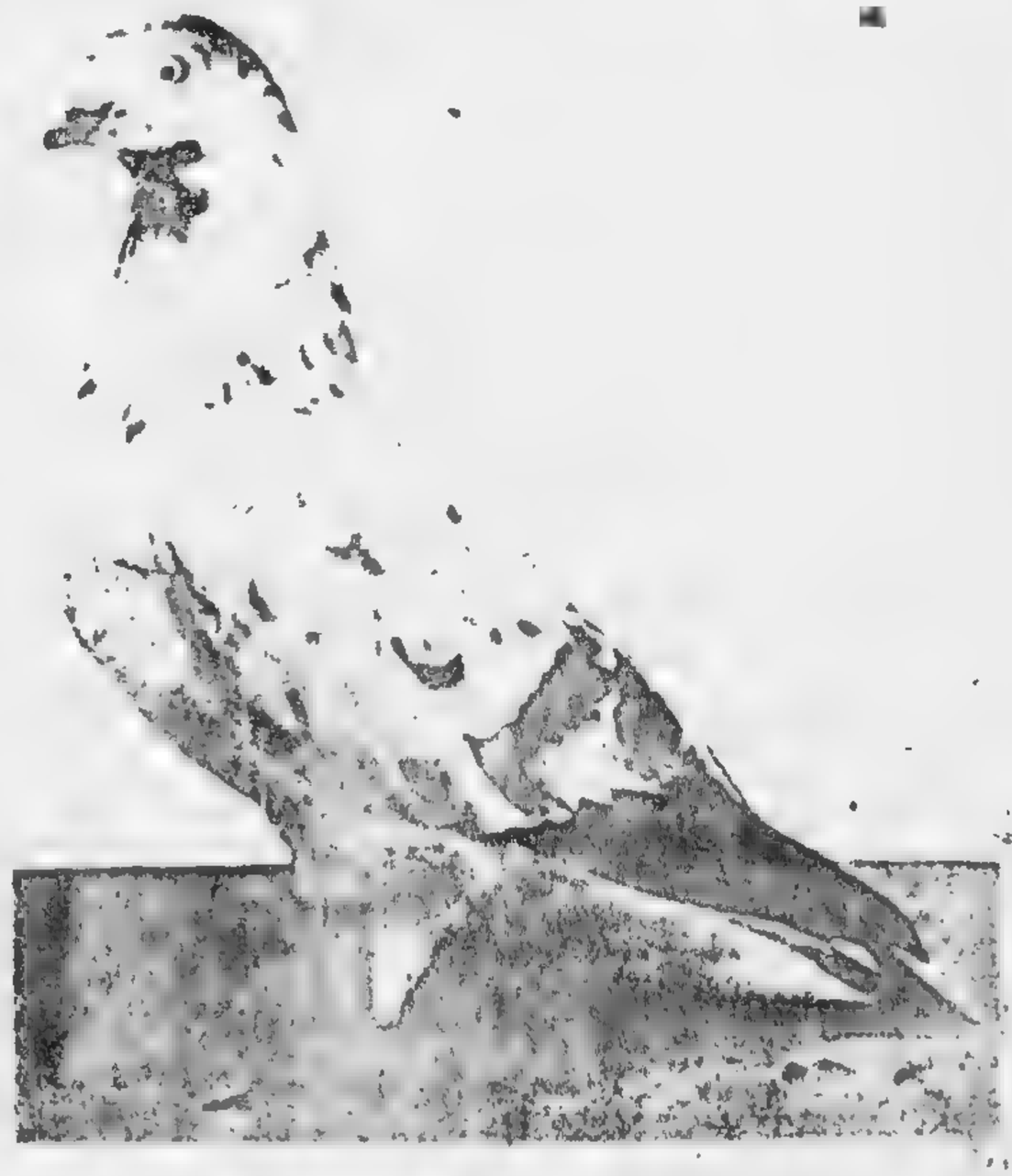
AMERICAN PIGEON JOURNAL

With Which Has Been Consolidated The American Pigeon Keeper

JUNE 1941 PUBLISHED MONTHLY



An Excellent Tippler Hen

"Tippy," a 1934 Light Mottle Tippler Hen bred by the Tip Top Tippler Lofts of Illinois. This hen is a long time flier and has won many prizes in the show room. She is also the foundation stock of a fine strain of line-bred stock. — Photo from R. S. Wilson, Ill.

Special Articles On Tipplers In This Issue

Devoted To The Raising of Pigeons For Profit and Pleasure

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Origin of The Tippler

By Nelson A. Balmer

A NUMBER OF PEOPLE have asked me the origin of the Flying Tippler, and in answer I am offering the following article for what it is worth. I am not an expert, but in conversation with fanciers of more experience, and what I have read, I think that what I can tell you on the subject may give you a fair idea of how the Flying Tippler originated.

According to Fulton's "Book of Pigeons" the Rollers, Tipplers and Tumblers all descended from the Flying Tumblers which were flown in England about one hundred years ago. Following is a quotation from this book on the differences between Rollers and Tipplers.

"Rollers are those which at every exhibition of their rolling powers, pass through an unaccountable number of backward revolutions or sommersaults, in such quick succession as to appear like a falling ball. A good Roller should fairly roll twenty feet.

Tipplers should nearly throw a single somersault, and this very frequently; but any more is sufficient to cause him to be plucked at the earliest opportunity.

Some prefer the highflyer, and make a selection so as to incorporate in one flock only such birds as can traverse the realms of space for half a day or more. Others consider that a flock of high and long fliers, even if slow workers, affords the full enjoyment which such display can afford, if only they will "scrape the sky" for half an hour; still others prefer a well chosen flight of 30 good and true acrobats, brilliant workers, composed of three-fourths good strong-flying mid-sky workers, and the remaining fourth long rollers of superlative merit as leaders. Then there are others who believe the nearest realization of a feat is that of a flight of good Tipplers, such as perform, in a compact mass, their single revolutions with perfect accuracy and uniformity such as fly high, are always busy and endure long flights with comparative ease.

Now you will see by the foregoing, that the Tippler was originally a bird with tumbling instincts, hence the name "Tippler" to designate a "single-tumbling" bird.

In other books I have read, they tell about the English fanciers and their tumbling birds. Some fanciers wished their birds to do a series of tumbles or rolls, but only fly for an hour or two. These fanciers therefore bred from birds which did the most rolling, and in time developed the Roller as we know it today. Other fanciers did not care about tumbling in their birds, but wanted birds to fly a long time. The longer the birds flew and the less tumbling they did, the better their owners liked them. In time these fanciers developed a bird which would not tumble and used its energy to fly longer. As they put it, "would fly the clock around."

The fanciers who lived in the vicinity of Birmingham, England and, went in for the roller type of bird, hence today you all know about the "Birmingham Roller." On the other hand, fanciers in the vicinity of Sheffield and Lincoln went in for the long flying birds, and these became famous for their "Tipplers" or long flyers. I have a book written by George Smith of Sheffield about 40 years ago, and in it he tells about the fanciers in the different districts and the type of birds they flew.

The Tippler, as we know it today, has a longer face than the Roller or Tumbler and I believe, some time during the making of the breed, that the "Cumulet" was crossed with the flying Tumblers to give the birds better flying ability and to check the tumbling tendancy. Some strains of Tipplers have a definite resemblance to Cumulets in their heads, also seem to fly higher than the ones who do not have this characteristic. Apparently the Cumulet derived its name from the word "cumulus," which means "clouds," and its ability to fly high in the clouds. George Smith, in his book, said that they were imported from Germany and that they had plenty of muscle and brain power. They also had a liking to ramble for miles from home, returning only at intervals, then going away again.

As a boy I flew Rollers, and I know that they never did any rambling while flying, so that is why I think that the Tippler has Cumulet blood in its veins. Sometimes I only see my Tipplers once or twice an hour.

Now to sum up the evidence, as the judge would say, I think the Tippler really started from the flying Tumbler, and later the fancier added a Cumulet cross to try to eradicate the tumbling habit and also add stamina and long flying powers.

. . . Difference In Various Strains of Tippler

There is quite a difference between strains of Tipplers. As George Smith puts it, "some fly because they like to fly, others because you make them fly." I have noticed this difference myself.

Tipplers come in quite a variety of colors, the most common being Prints and Mottles. The Prints have white bodies, with dark tails and wing tips and dark markings on the neck. The mottles are the same as prints, with the light and dark feathers alternating on the side of the wings.

I have had nearly every color except solid Black and pure White. I bred [redacted] last year and a white with only a few yellow markings on the head. There are numbers of other colors and the following is the list of colors I have bred myself: Dark Print, Mottles, Bronze, Blue, Blue Grizzle, Silver, Silver Grizzle, Duns in solids, grizzles, mottles and prints, Reds in solids, mottles and prints, Yellows in solids, Mottles and prints, Black Chequer and Blue Chequer. As to flying ability, I have found that one color flies equally as well as another in my birds.

Now you will understand that the Tippler as we know it today is not a with the most graceful wing action and wonderful stamina. He seems to move along with very little exertion, and certainly must be able to do so when we expect him to fly from dawn to dusk. I think he is the most fascinating of the flying varieties, and many happy hours can be spent by watching him soar in the clouds, even while the owner works in his garden or does other chores about his home.

Cocks and hens fly equally as well, but I like the style of the hens better. They seem to have a more graceful wing action and fly steadier. Cocks are more inclined to do some clapping of wings and this tends to break up the kit. I flew a kit of 10 hens last fall, and believe me they were a treat to watch as they soared along, seemingly without any effort at all. The only trouble with hens is that when training for a long fly they must be put in individual pens or they will mate up and lay, which would be disastrous from a long flying angle. I even found it necessary at times to pen cocks separately, as they mate up and [redacted] trouble with the others.

(Continued on page 180)

6/1941

Tippler Hi-Lites

By Virgil D. Schiavone
President Flying Tippler Association

BEFORE STARTING TO write the regular news of the club and the breed, perhaps it would be best to mention that the news the past few months has been missing from the columns of this magazine. But getting news for publication requires the co-operation of all, and should not be depended upon by one or two members. The more news there is to write about, the more interesting this column will be.

There is only one way to accomplish this, and that is to have it come direct from you. We would like to hear about people we all know—and those whom we have not met, geographical space prohibiting. We want to know about that great kit of Tipplers that you've trained; of that new champion—and the young one in the nest that is destined to be a winner. We would also like to know of the incidents that have occurred in your particular nook of the woods. News that is interesting, instructive, encouraging and humorous. In gen-ral, that kind of news we all like to read, when we thumb the pages of this magazine, for the Tippler section. So much for that.

Our Annual meet held at Watertown, Wis., December 6-7-8, brought out 75 beautiful Tipplers. This is the largest entry we have had in our two years of organization. Let's start now, to aim to have 150 birds at our next meet. Wait—let's not just aim—let's hit that mark. What do you fellows say? It is a deal?

I'll not discuss the placing of the awards or the judging, as that is being also taken care of by our secretary, Ervin C. Grube, who also performed as our judge. I do hope that in the future we continue the policy of having a Flying Tippler fancier judge our birds, preferably one who is a member of either the FTA or the Canadian clubs. It is my belief that one who has bred Tipplers can best judge birds to the satisfaction of the entire Tippler fancy. He should know what a Tippler should have to be classed a winner.

Next winter we hope to hold our annual meet closer to New York, to give the Eastern fanciers a chance to see their birds in the show pens. We would appreciate hearing from show secretaries as to the entry fee and premiums offered. A show held in December or January is much more desirable, as it gives our birds plenty of time to finish their moult and have them in perfect condition at show time.

Here is some news that seems quite late, and my apology for same. I have been asked by several members to write of my visit with George Miltner and his wife, in Toronto, Canada, the past summer. This was my first visit to Canada, but George has been making an annual visit for the past several years, and was no stranger to the boys across the border. First, I would like to mention that our trip was most enjoyable as well as interesting, and that the Tippler fanciers in Canada were more than welcome to greet us.

On our arrival at George Stevenson's home, we were hospitably welcomed by George and his wife for our week's stay. Some of the best birds in my loft were bred from George Miltner's birds, out of the importations of George Stevenson's stock. Lately George Stevenson has been building up a fine stock of Flying Tipplers for show, and should be a big winner soon.

One of the most interesting fanciers we met was Percy Brown, who operates a pet shop on Queen Street. He maintains a loft of pure Hall birds, and once flew a lot of Tipplers 17 hours and 48 minutes in stiff competition, some thirty years ago, in England. It is interesting to note that in England there is a long twilight, which enables the fanciers to fly their birds much later at night. The world's record of 19 hours and 35 minutes, made by Cockayne in 1922, has yet to be broken. The young bird world's record is 17 hours, made by Holland in 193. Both records were established by Englishmen.

Many of the birds that have made record times in Canada are related back to Alf. Pollard's birds and his system of training. Alf. is a great old timer and one of the pioneers in advancing the Tippler sport in Canada. The same can be said of Sam Lauria. He, too, is one of the old timers who was prominent in starting young fanciers with good stock and schooling them in training our good little flyers. Regardless of how good your Tipplers may be, they need the proper method of training and feeding to get the best results.

Just one or two blocks from Sam is Eddie Robinson, joint holder of the North American old bird record of 17 hours and 19 minutes, made in 1939. Last June the record was tied by Jerry Mullins, who has been getting some wonderful time from his birds.

Some of the most successful breeders of Flying Tipplers for show are Jack English, J. V. McVittee and Art DeClute.

Jack English is the most consistent winner at the Canadian shows. He has had winners in Prints, Mottles, and Duns, and has taken Champion Tippler at the shows more often than any other fancier. Jack is also the holder of the North American young bird record, which is 15 hours and 55 minutes.

McVittee had in his collection two young birds that I think were the best I have ever seen in their respective classes. One was a young Print cock, and the other a young Silver Dun cock. Both had wonderful head lines and beautiful markings, with nice bodies. Of course, these are not the only ones he had—his Mottles and Duns are winners also; responsible for the many cups and trophies he has won.

Art DeClute is another who has been a great success in flying competition as well as at the shows. Art formerly held the old bird record, a few years back. Lately Art has been out of competition flying, and breeding some wonderful Grizzles and Mottles that have taken many firsts at the shows. Art is also a breeder of fine mink that go into the more expensive women's fur coats nowadays.

Out at 10 De Savery Crescent we met D. M. Prud'homme, who over a decade ago imported from England the pure Hall strain birds that have made such wonderful time, either bred pure or crossed with the popular Pass strain.

One of the most beautiful lofts we visited was that of Bob Hall. His loft containes nothing but Light Prints, and it gave the loft an attractive appearance. Bob is one of the toughest competitors to beat in flying. His luck is usually bad when it comes to dropping his birds at night. Too often they refuse to come down, and Bob loses the race. However, his luck may change some day and you'll be seeing a new record made.

Others whom we had the pleasure of visiting were: Ernie Best, Nelson Balmer and his fine loft of Yellows and Reds, Will Wallace, Herb Wilton,

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Blitzkrieg in the Tippler Fancy

By BOB PUNK, First President Flying Tippler Association

Dear Fellow Fanciers: Most of you have probably heard of me and some of you have birds that were once mine, or are related to mine. You also know that I am not an old timer in the game, nor a chick. Therefore I feel a little confident that my words will be at least read.

The thing that catches the reader's confidence in the writer is something new. Well I have raked my brain for that, and the newest thing I can think of is, "thanks." Thanks for what? Well I could begin with democracy and freedom, but that is only the basic principle of my thought. I am thankful to you, you, and you who are now members of the FTA. Thankful for your splendid work in making this the first national Tippler organization, that without doubt really has a future.

Our records have proven that we are in this thing for two reasons: to push forward the Flying Tippler as a breed in the U. S. A., and to promote better feeling between the fanciers. We have proven that. How? By doing away with the undermining powers and spreading good will. We can easily see now what hot-headedness gets us. If you can't, just take a peek out of the porthole across the Atlantic.

The more local clubs that we establish, the more solid will our National club become. Virgil Schiavone, as well as many others, has been doing a double share in helping the club along. I drove down and met Mr. Grube in person, and I can tell you there is no fancier any more behind his breed than Erv. is. And birds? Wow! Look out you fellows. My eyes popped out. You'll have to feed those birdies on a gold platter to rival what I saw. It is an old saying that, "I feel lucky if I get one good bird a season." Looks like somebody had about half a dozen seasons in one.

As a sort of summary let's just look and see what has happened in the Tippler fancy the past two years. Two years ago things looked pretty bad. We were getting new fanciers every once and a while, but last year's dropped out for this year. It was no good. We were always too unsettled, not being able to go ahead because the fancy was too young. But since a couple of men by the name of Erv. and Virgil saw a light bulb, there has been a sort of blitzkreig in our fancy. The Flying Tippler has never known the prominence in the U. S. A. that it holds today.

First the FTA was formed. Soon members from all sections and all clubs saw its value and joined. Two presidents, one right after the other, resigned their club to become members of the FTA. That in itself is a record. Then a third saw the light and followed

Second, the flying and showing of the Flying Tippler has improved 100% in the past two years. Once there was a time when a man could win in both fields, because he was the only one to win. Now you try it. You've got to work to win against competition we have today.

Third, we are getting new members and fanciers, and not losing the last years. Why, there are men taking to the fancy now who never had pigeons in their life before. This is just a teaser. I won't attempt to tell you all the good news. Just look around and you will see it. Yes gentlemen I am thankful.

Tippler Delusions

By VIRGIL D. SCHIAVONE

There are several wrong impressions Tippler fanciers have in regard to their birds flying into the dark, that I wish to correct.

From time to time we hear stories of fanciers releasing their kit of Tipplers in the late afternoon, and failing to get them down at dark. The next morning the fancier will often see the kit flying high in the blue, and immediately he gets the impression that they flew all night, without dropping in. This is not so. Tipplers will fly with a reasonable amount of light from the moon, but there is no official or unofficial record, either in England or Canada (where Tippler flying is much more keen than in the States), of a kit of Tipplers being flown all night according to flying rules. No doubt there have been many attempts. To credit any kit of Tipplers with flying either during the day or at night, they must be seen at regular times. A kit of Tipplers are not allowed to be out of sight for a period of more than one hour, except on release, when two and one-half hours are allowed. This is allowed because it is natural for a Tippler when released to gain altitude and ramble out of sight for the first few hours of the morning. After the first few hours, Tipplers seldom ramble out of sight for longer than the one hour period. I don't mean to say that this is so at all times. Weather has a lot to do with the birds' rambling.

I have had many a kit of birds fly over at dark, but never did I believe that they flew all night, even when they were seen flying early the next morning. On several occasions when they did fly into the dark and I was unable to get them down, I could spot them flying past the loft every few minutes, but lost sight of them after a half hour or so. Several friends and fanciers in the neighborhood have often seen them hit out on some high building after I had lost sight of them. At daybreak the kit would usually take off and fly another few hours, before getting them down.

There were many times when the birds failed to come back next morning. This makes me believe that they injure themselves when landing on a strange building, either by striking an aerial wire, falling down chimneys, or crashing against other unseen objects when flying into the dark.

I train my birds to drop as near as possible to dark, but find it a difficult task to accomplish. They are trained to drop in when I put a White Fantail out. Many times I wait until it gets real dark before putting the Fantail out. Sometimes I get them down within a few minutes, but there are many times when they are as close as five feet from the loft top and they suddenly rise up again. They usually see the White Fantail, but somehow or other they become nervous and afraid when trying to drop in. This is due, I believe, to the manner in which they drop in. You will notice that a Tippler will be reaching for the loft top with his feet outstretched, and coming down on a vertical line above the loft. This makes it very difficult for a Tippler to judge the distance to the loft top, when everything is black below them. To them it seems like dropping into a dark pit without a bottom to it. This accounts for the birds landing out on some higher building as they can judge the distance by the outline of the building against the sky, which serves as a light background even at night.

In fairness to the fancy and the breed, we ask all Tippler fanciers to train and fly their birds according to the rules set down by the Tippler organizations, so that there will be no occasion for anyone to doubt the claim of a fancier.

To those fanciers who are not familiar with the rules, the Flying Tippler Association of America will be glad to mail you a copy, if you will write the secretary, Erwin C. Grube, Box 402, Fond du Lac, Wisconsin, and enclose a 3c stamp.

In conclusion I wish to say, there is only one way you can credit a kit of Tipplers with time. That is with a watch in one hand and a set of rules in the other

The Origin of The Tippler

(Continued from page 178)

I always mate up my birds in February, and separate them in June, putting cocks in one pen and hens in another. However, a number of cocks always mate up about this time of the year, and also a number of hens, which shows that they are lively and full of vigor.

I hope this little article will be a help to some of the boys and will clear up some doubts and misunderstandings.

Proper care and attention for your birds pays big dividends. Try it and you will be agreeably pleased

6/1941

Canadian News

By GEORGE STEVENSON

Here's the report of the last three Canadian Tippler shows in my country.

Canadian National Exhibition

Judge: D. M. Jeffreys.

Mottles: Cocks (13) 1, Stevenson; 2, 1, English; 3, De Clute. Hens (10) 1, Buckner; 2, Young; 3, 4, De Clute. 1940 Bred (13) 1, English; 2, 4, McVittie; 3, De Clute.

White Print or Chuck: Cocks (11) 1, 1, English; 2, McVittie; 3, Buckner. Hens (10) 1, Buckner; 2, 3, McVittie; 4, De Clute. 1940 Bred (19) 1, 3, McVittie; 2, 3 English; 4, De Clute.

Dun or Dun Marked: Cocks (12) 1, McVittie; 2, English, 3, Prud'homme; 4, De Clute. Hens (8) 1, 3, 4, Prud'homme; 2, English. 1940 Bred (15) 1, 4, English; 2, Prud'homme; 3, 5, McVittie.

Blue or Grizzle: Cocks (9) 1, English; 2, 3, 4, De Clute. Hens (6) 1, De Clute; 2, English; 3, Stevenson.

A. O. C.: Cocks (8) 1, McVittie; 2, Buckner; 3, 4, De Clute. Hens (10) 1, Buckner; 2, English; 3, McVittie; 4, Stevenson. 1940 Bred (14) 1, 2, 4, 5, De Clute; 3, McVittie.

Best in Show: English, Lt. Print Cock

Best Young Bird: De Clute, Young Grizzle.

Best 1940 Bred: McVittie, Print.

Oshawa Show

Held Oct. 23-25, 1940. Judge: A. De Clute

Mottles: Cocks (15) 1, 2, English; 3, McVittie. Hens (8) 1, Buckner; 2, 3, McVittie. 1940 Bred (6) 1, 2, 3, English.

White Print or Chuck: Cocks (12) 1, 2, McVittie; 3, English; 4, Prud'homme. Hens (12) 1, 2, McVitite; 3, English, 4, Prud'homme. 1940 Bred (12) 1, English; 2, 3, McVittie; 4, Buckner.

Silvers: Cock (8) 1, English; 2, Buckner; 3, Prud-homme. Hen (7) 1, Buckner; 2, Stevenson; 3, McVittie. 1940 Bred (6) 1, 2, Buckner; 3, Prud'homme.

Dun or Dun Marked: Cocks (7) 1, McVittie; 2, Buckner; 3, English. Hens (11) 1, Prud'homme; 2, English; 3, 4, Buckner. 1940 Bred (10) 1, 2, English; 3, Prud'homme.

Blue or Grizzle: Cocks (6) 1, 3, McVittie; 2, English. Hens (6) 1, 3, McVittie; 2, English. 1940 Bred, 1, McVittie; 2, Buckner; 3, Wilton.

A. O. C.: Cocks (11) 1, 4, McVittie; 2, Stevenson; 3, McVittie. Hens (8) 1, Stevenson; 2, Prud-homme; 3, English. 1940 Bred (5) 1, 2, McVittie.

Best in Show: McVittie, Light Print Cock.

Best Hen in Show: McVittie, Light Print Hen.

Second Best Hen: Buckner, Mottle Hen

Third Best Hen: Stevenson, AOC Hen

Best Young Hen: English, 1940 Mottle.

Toronto Winter Show

Judge: Bill Butler. 24 classes, 198 birds shown.

White or Chuck: Cocks (17) 1, Ball; 2, Robinson; 3, 4, McVittie; 5, Prud'homme 6, English. Hens (20) 1, English 2, Buckner; 3, McVittie; 4, Robinson; 5, Ball; 6, Prud'homme. 1940 Bred (14) 1, Ball; 2, McVittie; 3, English; 4, De Clute; 5, Robinson; 6, Buckner.

Dun or Dun Marked: Cocks (3) 1, English; 2, McVittie; 3, De Clute; 4, 5, Prud'homme. Hens (12) 1, 4, Prud'homme; 2, Buckner; 3, English. 1940 Bred (8) 1, 2, English; 3, Prud'homme; 4 McVittie.

Silvers: Cocks (8) 1, McVittie; 2, De Clute; 3, Prud'homme; 4, English. Hens (6) 1, Stevenson; 2, 4, Buckner; 3, Prud'homme. 1940 Bred (4) 1, 2, Buckner; 3, Prud-homme.

Dark Mottles: Cocks (6) 1, Prud'homme; 2, Stevenson; 3, De Clute; 4, English. Hens (3) 1, Young; 2, Prud'homme; 3, Buckner. 1940 Bred, 1, English.

Light Mottle: Cocks (12) 1, Ball; 2, De Clute; 3, Robinson; 4, English; 5, Buckner. Hens (13) 1, Buckner; 2, English; 3, McVittie; 4, De Clute; 5, Ball. 1940 Bred (10) 1, 2, 4, English; 3, 5 DeClute.

Red or Yellow: Cocks (8) 1, McVittie; 2, Balmer 3, Prud-homme, 4, English. Hens (4) 1, English; 2, Balmer; 3, Prud'homme. 1940 Bred (5) 1, English; 2, 3, Balmer.

A. O. C.: Cocks (8) 1, Ball; 2, English; 3, Stevenson; 4, McVittie. Hens (6) 1, 2, Stevenson; 3, Buckner; 4, English 1940 Bred (5) 1, De Clute; 2, McVittie, 3, Stevenson.

Blue or Grizzle: Cocks (9) 1 3, De Clute; 2, McVittie; 4, 5, English. Hens (7) 1, 2, De Clute; 3, Prud'homme; 4, McVittie. 1940 Bred (4) 1, 3, De Clute; 2, McVittie.

Best in Show: McVittie, Red Cock.

Information on Tipplers

Question: I am interested in Tipplers and I'd like to get a book on Flying Tipplers, if you know about any book like that, I would appreciate it very much if you could tell me all the strains and what is the best food. I have two books on Tipplers, one by Job Ofield and the other by B. T. Wedgwood, but I still would like to know more about them especially how they originated and all the strains. A. S.; N. Y.

Answer: I have only three specialty books upon Tipplers in my library; two of these you mention, namely, by Job Ofield 1932 and by Wedgwood 1927.The other work is considerably older, having been written by Archibald E. Hepworth, et al upon "The Tippler Pigeon" 1893. The two books that you have are quite worthwhile and the most modern and you should be able to find practically any question upon Tipplers that may occur to you.

The two outstanding strains as described by these authors are, of course, Macclesfield commonly known as "Macs" which were produced in the Macclesfield and Congelton areas of the English midlands, and Sheffield, produced in the city by that name. The Macs are usually grizzled and mottled. The Sheffields come in a number of colors. I have never bred them but from their pictures they apparently carry a genetic factor, which we have developed here at the plant, which is known as "faded." The feather seems to have a little grizzle in it but not the usual grizzling, such as we find in the Dragoon for example.

So far as the diet for your Tipplers is concerned, this varies considerably according to the breeder. You will note a number of rations set out in books which you have. Fred Erbach, L. I., who holds the United States record for continued flight, over 17 hours, has told me in person that he uses practically no other grain but barley during the training season. In addition to this grain he gives them grit, water and frequently one or two other liquids. One of them is a mixture of brandy and wine, as I recall, and one or two other similar liquids which he believes is very beneficial to them.

Tippler Hi-lites

(Continued from page 179)

Joe Varnell, Dave Hill and Harry Westerby. Harry is the trainer of the New York Ranger Hockey team in the winter, but a enthusiastic Tippler fancier during the summer months.

Of all the Tippler fanciers we did meet in Toronto there were sev[illegible] others we didn't get a chance to s[illegible] We hope that a future occasion w[illegible] find us meeting the ones we m[illegible] and making new freinds.

We wish to welcome into the fam[illegible] the following members, who have jo[illegible]ed the Flying Tippler Association of America since the new year; Dan and Larry McCarthy of New York City and Julius Kievitt of Clifton, New Jersey.

Gee! Here it is well past my time to get to bed and I'm still writing. So better pull the shades down and get myself some sleep. In the meantime —lots of good luck

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Swallows. — All varieties and colors, $5.00 per bird. — Dan Wagner, 2858 A. N 28 St., Milwaukee 10, Wis. (1151-1052)

Blue, Black and Red White Barred, good marked birds with good boots and color $5.00 per head and up. Also others. - Jack Kuchler, North Lake, Wis (352-552)

SWISS MONDAINES

Swiss Mondaine Breeders of America.—Official organization of the breed. Write for free copy Swiss Mondaine News. - D. Monroe Green, Secretary, Arcadia, California. (1251-552)

For Sale. — White Swiss Mondaines, S. M. B. banded $6.00 per pair. — O. Wellington Ecker, Walloon Lake, Mich. (152-352)

Swiss Mondaines. — White, very good birds $6.00 and $8.00 pair. — C. Futrell, 2820 N. Taylor, St. Louis 15, Mo (152-352)

Modern Type White Swiss Mondaines.—Young mated pairs $5.00. Minimum three pairs. — Serena Squabbery, Oak View Calif (152-352)

Swiss Mondaines.—Mated pair, odd cocks Modern type show birds.—Fran Meizer, 333 7th St., Manistee, Mich (352)

TIPPLERS

High Flying Tipplers.—Erbach strain, can spare a few old pairs now.—Louis Schreiner, Bannister, Mich. (352-552)

Shortface Tipplers.—Various colors, reasonable prices.—Nick's, 531 Blvd., Bayonne, N. J. (352-552)

High Flying Tipplers, old and young birds.—Finest pedigreed stock W. Nowell, 5934 W. Wilson Ave., Chicago 30, Ill. (352-552)

High Flying Tipplers at $5 pair or four pairs for $15. Light and dark print.—Stanley Smitt, 10880 Ozga Rd., Romulus, Mich. (352-552

Shortface Tipplers At $3.00 Pair.—Also nice lot of Baldheads. None for sale until May 1st.—William Schoonmaker 8 Wrentham St., Kingston, N. Y (352-552)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Union, N J. (1151-1052)

Tipplers. — From fifteen-hour flyers, Macclesfield strain and crosses; beautiful colors, reasonable prices. — Geo. Bender, 4526 South Talman Ave., Chicago 32, Ill. (951-853)

TROPHIES

Burl Studio can supply you with those beautiful full colored vitra-fired china plates seen at the last two Nationals Any picure you want, done in fade proof colors, made only to your own order, ideal as a gift. Information upon request — H. Eric Burl, Birmingham, N J. (152-352)

TRUMPETERS

English Trumpeters.—Black cock, Yellow hen, $6.00; Black cock, $3.00 John Antes, Evansville, Wis. (352-552)

Russian Trumpeters in Yellows, a few extra cocks in Yellows and Lavenders. Donald Ristow, 30200 Superior, Romulus, Mich. (352)

Russians.—Whites, Blacks, Reds, Black and White Splash from $15.00 per pair -Mrs. F. W. McBride, 10401 Buford St Inglewood, Calif. (352-552

Russian Trumpeters.—All colors and good brood stock. Money back guarantee. -Pat Overend, 4231 Minnehaha Ave., Minneapolis 6, Minn. (352-552

Having Purchased the Orville Vocks stock of Mottle and Black English Trumpeters must dispose of many fine birds quickly. Selling English Trumpeters in lots of 10 for $20.00 Excellent quality and guaranteed No [illegible] Billmeier, 1924 Eddy, Chicago 13, Ill (352-552

After A Motor Accident I am too handicapped to take care of all my birds. Will sell my Bernburg Trumpeters, show and stock birds.—Joseph Ettlinger, Deer Park, N. Y. (352)

TUMBLERS

Crested, Muffed, Tumblers, all colors.—J. Pudlinski, Hudson, Ohio. (1051-952)

Beautiful Crested Komorner Tumblers.—All colors. — Jack Denter, 859 Lake St., Salt Lake City, Utah. (751-952)

Muffed Tumblers. —Yellow, Black show stock birds $5 pair up.—Honholz, Route 3, Edgerton, Wis. (152-352)

Cleanlegs, Black, White, Red, Mottle. A few odd birds for sale.—W. Lightfoot, New Haven, Mich. (352-552)

Baldhead Tumblers. — Wannemacher strain. Most all colors, $6.00 pair, up. Edward Hacker, Palmerdale, Va (352-552)

White Self Cleanleg Tumblers. —Extra fine quality in stock or show birds Gus Stadler, 1230 7th Ave., Altoona Pa (252-452

Choice Cleanleg, Muffed and Baldhead Tumblers, in all colors, $5.00 per pair and up. — Leon Troxell, 6235 Afoll, Van Nuys, Calif. (152-352)

Exhibition Komorner Tumblers, Magpie, marked, beautiful Crest, all colors. Priced reasonable.—J. G. Meiner, 1588 Green Road, Cleveland 21, Ohio. (152-352)

Parlor Tumblers. — Good performers. Best bloodlines. Mated pairs. Young birds. Reasonable prices.—Ed Wolf, 1177 East 77th Terrace, Kansas City, Mo. (352-552)

Crested Komorner Tumblers; Magpies marked; Almond Parlor Tumblers; Russian English Trumpeters; also Frills [illegible] Harbor (152-352)

Almonds As Good As The Best and better than the best. Also am interested in purchasing some genuine Toy Tumblers or Button Heads as some call them for a friend Would be interested in an entire loft State quantity, quality, sex, color and price in first letter, please — Emil F. Beck, 14729 S. Calif Ave., Harvey, Ill. (352)

TURBITS

American Turbit Club.—Leading the way to better Turbit breeding since 1897. Helpful bulletins and pictures available. New members welcomed Adults $5; Juniors $2.—Phil Roof, Sec'y-Treas., 7717 Emerson Road, Hyattsville Maryland. (352-552

VARIOUS BREEDS

Beautiful, White Kings; mixed bantams, Angora rabbits. — Luther Buchholz, Lehr, N. Dak. (252-152)

Dutch Croppers, Helmets, English Trumpeters. — R. R. Barlow, Route 3 Urbana, Ill. (252-452)

Various Breeds Fancy Pigeons. Write your wants. — Martin Krempasky, 2732 Taft Ave., Youngstown 2, Ohio. (152-352)

Bargain. — Muffed Tumblers, Modenas, Hungarians and others. — Peter Ruetten, Cut Bank, Mont. (152-352)

Fair Prices for quality offered Pigeons, Fantails, Tumblers Homers Don Takio, Trego, Wis. (352-552

Jacobins, German Pouters.—Good ones cheap. -Elliotts, 1200 Brockway, Saginaw, Mich. (252-452

Fancy Pigeons Reasonable.—Ned Bess, Route 2, Walla Walla, Washington. 352-852)

Jacobins, Satinettes, and Black Saddle Muffed Tumblers.—Peter Ritzema, 2001 28th St., S. W., Grand Rapids 9, Mich. (252-752)

Pigeons of All Kinds. — Mookees, Turbits and Fantails. — Evangeliste Pare, 45 Juniper St., Manchester, N. H. (1251-552)

For Sale. — Show type White, Blue, Silver Kings Red, Yellow Carneaux. — Frye, 802 Florence Ave., Evanston, Ill. (152-352)

Lahores, Helmets, Tumblers, Black Rosecomb Bantams.—Hollyn Long, 2425 Waterbury, Winston-Salem, N. C. (352-552)

Bohemian Pouters, English Trumpeters, new Red Champagne rabbits.—Roy Eyre, 613 So. Hancock, Ottumwa, Iowa. (352-552)

Black Helmets, also odd hens; Black Muffed Tumblers, cheap to clear.—White, 455 South Michigan, Villa Park, Ill (352)

Rollers, Magpies and Tipplers priced for quick sale. State wants. Satisfaction guaranteed. — Edward E. Jordan, Manchester, Maryland. (252-452)

White Fantails, Blue Norwich Croppers, Bohemian Pouters English Trumpeters. - Keller's Park Pigeon Lofts, Box 64, East Grand Forks, Minn. (252-452)

Kings, Budapests, Saddle Homers.—Will buy or sell any kind or any amount.—Ben Blaettler, 1450 N. Springfield Ave., Chicago 51, Ill. (252-153)

High Class Fantails, Jacobins and Blue Magpies, best strains, priced very reasonable — Ray Johns, 312 3rd St., Albany, N. Y. (152-352)

Starlings, Barbs, Archangels, Antwerps, English Trumpeters, Dutch Croppers, and all other breeds. — P. D. Andrekus, 7719 So. Major, Oaklawn, Ill. (152-1252)

Flying Tipplers, Carneaux, Rollers, Tumblers, Giant Homers, Fantails $5.00 per pair. Homers $3.00 per pair. — J. Hendericks, Portage, Mich. (152-352)

Three White Pouter Cocks $2.00 each, show Fantails $4.00 pair. Red Rollers $2.00 pair. — Millard Gillham, Redtop, Mo. (152-352)

Croppers, Mookees, Modenas, Owls, Kings, Rollers reasonable. — Moyer Long, 2521 Marble St., Winston- Salem N. C. (152-352)

Lahores, Cleanleg Tumblers, Modenas and about 50 different kinds of birds.—Albert Parry, 417 Campbell St., Manchester, N. H. (1151-452)

Bargain Sale. — Magpies, Barbs, Lahores, Racing Homers and others. — E. Lenardon, 414 So. Fremont, Tucson, Ariz. (651-552)

Selling Out All Komorner Tumblers, Frills, Turbits, Fantails, Jacobins. Good birds, reasonably priced -Hamilton, 1303 Agency, Burlington, Iowa. (352)

Swiss Mondaines, English and German Pouters, Owls, Fantails, Modenas, and others.—C. Futrell, 2820 N. Taylor, St Louis 15, Mo. (352-552)

Rollers, White and Colored; Racing Homers, $2.00 pair, 3 pairs $5.00; Fantails and Modenas.—W. Kirkbride, Herington, Kan. (352-552)

Carneaux, Seven Pairs; one pair White Swiss; one pair White Giant Homers. Dave L. Homolka, 321 West 4th St., Sioux City, Iowa (352)

Show Homers.—Only the best, in most colors Parlor Tumblers and a few good Rollers.—Albert Tiews, 806 5th St., Watertown, Wis. (352-552)

Racing Homers, old birds banded, **$3 a** pair. Giant Runts, all colors, banded $12 a pair. — Emil Proksel, 2519 So 7th St., Omaha, Nebr. (252-452)

Crested and Plain Headed Hollanders, all colors, colored tail Egyptian Owls, Nuns. Reasonable. — Michael Rossmann, 1729 Treadway, Cleveland, Ohio. (252-452)

5 Prs. Racing Homers. 3 prs. utility Kings and 2 prs. Turbits, $3.50 per pair, for immediate sale.—H. D. Eisenhower, 299 Spring St., Windsor Locks, Conn. (352

3/1952

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Pensom Rollers from the late R. L. Perkins, a few for sale now. — Loft of Ray Gravel, 59 Stevino Ave., Waterbury, Conn. (953-1153)

Birmingham Rollers, Pensom Strain. — Good performers reasonable prices. Satisfaction guaranteed. — H. Eisenhower, 299 Spring St., Windsor Locks, Conn. (953-1153)

Rollers.—Blue, Silver, Yellow and White Selfs. Bred to color. All seamless banded. Write for information, be sure to state wants. — Karl's Loft, 716 Hickory Lane, Easton, Pa. (953-1153)

Birmingham Rollers. — In all colors, seamless banded, guaranteed high flyers and performers. Also Almonds. — Wm J. Ross, 131 Steele St., Denver, Colo. (553-1053)

Pensom Rollers. — Original famous strain of genuine Pensom Rollers, mated pairs and young birds. Satisfaction guaranteed. — Dick Orr, 4512 Mayflower, Norfolk, Va. (853-1053)

Birmingham Rollers. — Top breeding pairs and early 1953 seamless banded youngsters. The good kind. Write your wants. — Louis Foester, Jr., Port Lavaca, Texas. (753-953)

Rollers, the best money can buy. I sold my business and have about 30 pairs. All colors for sale, reasonable. — R. Yanofsky, 102 Elm Ridge Dr., Toronto, Ont., Canada. (753-953)

Rollers. — Out of old time strain, high and long flying snappy performers, youngsters and breeders reasonably priced. Breeder for 40 years. Satisfaction guaranteed. Stamp please. — Louis Schreiner, Bannister, Mich. (953-254)

Birmingham Rollers. — Most any colors or markings. Bred from some of the best strains in America today. Guaranteed performers. — R. E. Harter, 5210 Stayman Ave., N. W., Canton, Ohio. (753-953)

Birmingham Rollers. — All colors. Bred from the best in the land. Highfliers and very deep spinners. January and February youngsters $1 each, some breeders 3 pairs $10. — Joe Erdman, 238 E. Northampton St., Wilkes-Barre, Pa. (853-1053)

Books on Rollers. — Get the two most interesting books on Rollers, "Acrobats of the Air", by James E. Graham of Canada, and others, 102 pages, gives history, standard, training, etc. $2 per copy; "Birmingham Roller Pigeon", by William H. Pensom and others, 73 pages, practical advice and information, breeding and training. $2 per copy. — American Pigeon Journal Co., Warrenton, Mo. (tf)

SHOWS

The Great New Ulm Pigeon Show will be again held November 19-22nd., J. J Keifer judging. 4th District Modena Club meet. Write now for a premium list. — Jim R. Furth, Sec., 912 S. Broadway, New Ulm, Minn. (953-1153)

SWALLOWS

Swallows In All Colors and Varieties. — Ten birds for $15, young and old. Ehrhardt, 75 Berlin St., Rochester, N. Y. (753-953)

Swallows. —Blue Barred Silesians, from imported stock. Also Fullhead and Spot Swallows in most colors. — Fred R. Reed, 1737 Northampton Rd., Akron 13, Ohio. (853-1053)

SWISS MONDAINES

Mighty Nice Youngsters At $2.50. — Also mated pairs. Real beauties, fine parents. — Hans Wetter, Orofino, Idaho. (753-953)

Large White Mondaines. — Seven pairs and 4 ready to mate, $6 pair or $36 lot. Also 2 large Red cocks 1952 banded $3 each. — Sam Spence, Easton, Maryland. (953)

One Hundred Mated Pairs Swiss Mondaines. — Produce 1½-lb. squabs. Must sell due to illnes, $7 a pair. — Clarence W. Schuler, Route 1, Box 237, Glen Burnie, Maryland. (953-1153)

Due To Limited Space, I have several pairs of working Swiss from show stock to sell at $7.50 per pair. Are 1950, 1951 and 1952 banded. Send check or money order with order. — E. E. Johnson, 4585 Hollister Ave., Santa Barbara, Calif. (753-953)

TIPPLERS

Flying Tipplers $1 pair. — Jos. Mirzejewski, 122 Leconey Circle, Paterson, N. J. (853-1053)

Tipplers. — From fifteen-hour flyers, Macclesfield strain and crosses; beautiful colors, reasonable prices. — Geo Bender, 4526 South Talman Ave., Chicago 32, Illinois. (253-154)

TUMBLERS

Crested, Muffed, Tumblers, All Colors. J. Pudlinski, Hudson, Ohio. (1052-953)

Checkers, Barred. — Ted Smith, 1593 Southwest Temple, Salt Lake City, Utah (553-1053)

Whitesides In Red and Yellow, also Black Mottles. — J. F. Doremus, 3 West Holly St., Cranford, N. J. (953-1153)

Cleanleg Selfs, White, Black, Red.—Some good AOC, White Racing Homers, Silver Slons. — Gus Stadler, 1230 7th, Altoona, Pa. (953-1153)

Beautifully Muffed and Crested Koenigsburg Moorhead Tumblers, $1 to $5 each. — Peter P. Fleming, Hillsboro, Kans (853-1053)

Parlor Tumblers.—Singles, long Rollers, five to ten dollars pair. — E. Wolf, 1177 East 77th Terrace, Kansas City, Mo. (753-953)

Exhibition Komorner Tumblers, Magpie marked, beautiful crest, all colors. Priced reasonable. — J. G. Meiner, 1588 Green Rd., Cleveland 21 Ohio. (853-1053)

Muffed Tumblers. — Red and Yellow Whitesides, Black Badges, Black Baldheads. — American Tumbler Lofts, 39 Lilac Street, New Haven, Conn. (853-1053)

TURBITS

American Turbit Club. — Serving the fancy from 1897 to 1953. Helpful bulletins and ideal picture available. Our shows for 1953 season are: Baltimore, Glendale "Pageant", and the Royal Fair in Toronto. You are invited to join the club and show with us. Attractive list of trophies and money specials. Dues $3 annually for adults, $2 for juniors - Philip L. Roof, 7717 Emerson Road, Hyattsville, Maryland. (653-1153)

VARIOUS BREEDS

Fancy Pigeons Reasonable. — Ned Beck, Route 2, Walla Walla, Wash. (853-1053)

Young Yellow Canary Singers, fancy pigeons, wild geese, pheasants. — William Lovell, Maysville, Ark (953-1153)

Baldheads, Fantails, Racing Homers, Rollers, Modenas. — Arthur Wiest, Sacramento, Pa. (853-1053)

Yellow Giant Homers, various fancy breeds. Visitors welcome. — Herb Heinecke, Cumberland, Wis. (753-953)

Various Breeds Fancy Pigeons. Write your wants. — Martin Krempasky, 2532 Taft Ave., Youngstown, Ohio (853-154)

Pigeons of All Kinds. — Mookees, Turbits and Fantails. — Evangeliste Pino, 45 Juniper St., Manchester, N. H. (753-1253)

Helmets. — Yellow, Red $4.50 Lahores, others, reasonable. — Hollyn Long, 2125 Waterbury, Winston-Salem, N. C. (853-1053)

Crested Baldheads, Blondinettes, Fantails, others. — Paul Ambrose, 164 Daniels Farm Road, Trumbull, Conn. (853-1053)

Young Parakeets $5 Each, young Mallard ducks $4 pair, canaries (old) $9 pair. — Ira Jones, 724 Jewel, Danville, Ill. (753-953)

Lahores, Cleanleg Tumblers, Modenas and about 50 different kinds of birds. Albert Parry, 417 Campbell St., Manchester, N. H. (753-1253)

Large Blocky Blue Kings $6 per pair, big King Runt Crosses $8 per pair, Giant Runt., $10 per pair. — G & D Pigeon Lofts, Galt, Calif. (753-953)

Selling Out, Moorheads and Turbits.—Reduced prices, stamp please. —Thomas Collins, 359 Elm St., West Haven, Conn (953)

Muffed White Tumbler Cock Cleanlegged White hen, pair Yellow Fantails, 2 young Yellows, for $2.50. — Taylor, Monticello, Wis. (953)

For Sale. — English Trumpeters, Fantails, Pigeons, Swallows $5 a pair. Satisfaction guaranteed. — Louis Kruff, 1005 Moscow St., Austin, Minn. (953-1153)

Clearance Sale. — Fantails; Modenas, Gazzi and Schietts $5 pair and several others. Priced to sell. — C. Biddeck, East Aurora, N. Y. (953-1153)

Racing Homers. — Duns, Yellows, Silvers and many other colors. $2 pair and up. — Richard Barkelew, 2334 Kenilworth, Los Angeles, Calif. (953)

Fantails. — Black and Dun, Hippert strain also Dragoons, Moorheads, large Crosses. — Theo. Doan, 200 E. 2nd St., Berwick, Pa. (953)

Swing Pouters, Brunners, Modenas, Flights, trade for Jacobins, Frills or ?.— Moyer Long, 2521 Marble St., Winston-Salem, N. C. (953-1153)

Red Carneaux, Show Type; Utility White Kings. Excellent squab producers. — Frank Zimmerman, 1513 Ave., A. Kearney, Nebr. (953-1153)

English Pouters, Norwich Croppers, Fantails, Parlor Tumblers and Swallows. — Gerrit Kuiteamp, 1915 Leans St., Muskegon, Mich. (953-1153)

Three Stock Pairs Pheasant Pigeons, $5 pair, one pair Whitewinged Archangels, $4. 1 pair good Black Bernburg Trumpeters $8. — H. Macklin, 3630 Oakland, Pine Lawn 20, Mo. (953)

White Kings $4, Silvers $6, Racing and Giant Homers $4. All mated pairs. Chinese Owls, Red Modenas $4 pair. —Raymond Schultz, Lilydale, St. Paul, 7, Minn. (953)

White Maltese $7.50 Pair, White Homers $2.50 pair, Yellow Kings $10 pair, White Kings $5 pair. — Mrs. A. Statkus, 74 Grove St., Ansonia, Conn (953-1153)

Fullhead Barless Swallows, Black, Dun Lahores, Dark Bronze Archangels, Yellow Parlor Tumblers, Oriental Frills. — Andrew Kopp, 1320 Pine Grove Ave., Baltimore 6, Maryland. (953-1153)

Selling Out. — 400 pigeons. Red, Yellow, White, Black and all colors in Tumblers and Rollers. Good spinners. Also 50 other varieties. — 128 East Ash, Fullerton, Calif. (953)

Golden Sebright and Dark Cornish Bantams, Jacobins, Barbs, Fantails, Rollers, pre-war prices, trade for Parakeets, Muff Tumblers or other Fantails. — Householder, Bonaparte, Iowa. (953)

For Sale. — Hungarians, Carneaux, Gros Mondains, Fantails, Kings, Pouters, Tumblers, Maltese, Trumpeters, Homers. — Richard Anderson, Alpha, Minn (853-1053)

Carriers, Dragoons, Owls, Hyacinths, Budapests, all other breeds cheap. No cards answered. Will trade. — P. D. Andrekus, 7719 So. Major, Oak Lawn, Ill. (853-154)

Swiss Mondaine Youngsters $2.50. Swiss-Indian youngsters (Cross) $2.50. Real squabbing birds. Indian Mondains Several Cleanleg Ice. — Hans Wetter, Orofino, Idaho. (753-953)

Lyndhurst Lofts. — Breeder of fancy strictly fancy pigeons, no junk. Stamp please, no cards answered. — John Schenack, 332 Riverside Ave., Lyndhurst, New Jersey. (753-954)

White Homers, Budapest Saddle Homers. — Will buy or sell any kind or any amount. Give your lowest price in first letter. — Ben Blaettler, 1450 N. Springfield Ave., Chicago, Ill. (253-154)

Loft of Fancy Breeds very reasonable. Helmets, African, Chinese, Egyptian Owls; Turbits; Satinettes; West England Tumblers; and other breeds. All seamles banded. — William Dougherty, 2915 S. W. 20 St., Miami 34, Fla. (753-953)

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Birmingham Rollers. — Top breeding pairs and early 1953 seamless banded youngsters. The good kind. Write your wants. — Louis Foester, Jr., Port Lavaca, Texas. (1053-1253)

Make Raising Rollers Your Hobby. — Start right with birds that are guaranteed highflyers and performers, seamless banded — Wm. J. Ross, 131 Steele St., Denver, Colo. (1153-453)

Rollers.—Blue, Silver, Yellow and White Selfs. Bred to color. All seamless banded. Write for information, be sure to state wants. — Karl's Loft, 716 Hickory Lane, Easton, Pa. (953-1153)

Fireball Strain, Wagoner Roller Loft, 545 Sumner St., Topeka, Kans. (1153-154)
Highfliers, Deep Spinners. — Over 8-hour birds $5 a pair. — Earl Munger, Route 1, Case Rd., Elyria, Ohio. (1153)

Birmingham Rollers. — Most any colors or markings. Bred from some of the best strains in America today. Guaranteed performers. — R. E. Harter, 5210 Stayman Ave., N. W., Canton, Ohio. (1053-[illegible]54)

Birmingham Rollers — Whites, Reds, Baldheads, Rosewi[illegible] Badges, Saddles, Mottles and Mea[illegible] Priced reasonable, a bird free wit[illegible] order. J. B[illegible] Greelle Route [illegible]o, Iowa. (1152-[illegible])

Rollers. [illegible] of old time st[illegible] and lon[illegible] flying snappy per[illegible]s, youngster and breeders reasonabl[illegible]ced. Breede[illegible] for 40 years. Satisfaction guaranteed. Stamp please. — Louis Schreiner, Bannister, Mich. (953-254)

Books on Rollers. — Get the two most interesting books on Rollers, "Acrobats of the Air", by James E. Grahall of Canada, and others, 102 pages, gives history, standard, training, etc. $2 per copy; "Birmingham Roller Pigeon", by William H. Pensom and others, 73 pages, practical advice and information, breeding and training, $2 per copy. — American Pigeon Journal Co., Warrenton, Mo. (tf)

SCANDAROONS

Scandaroons. — Red pied and Black pied. —Julius J. Schiro, Hector, Minn. (1153-154)

Scandaroons Since 1910. — Largest and best stock in the U. S. Send stamp for prices. — Neuerburg, 12615 Chandler, North Hollywood, Calif. (1153-1054)

SHOWS

The Great New Ulm Pigeon Show will be again held November 19-22nd., J. J. Keifer judging, 4th District Modena Club meet. Write now for a premium list. — Jim R. Furth, Sec., 912 S. Broadway, New Ulm, Minn. (953-1153)

SHOW HOMERS

English Show Homers, Exhibition Homers, (White), German Beauty Homers Send stamp for prices. — Neuerburg, 12615 Chandler, North Hollywood, Calif. (1153-1054)

English Show Homers. — Sex undetermined, seamless banded $5 each, four or more $4 each. No choice of colors. — Ivan Jones, 718 Stanton Ave., Springfield, Ohio. (1153-154)

STRASSERS

Two Pair Blue, 2 Pair Black. —Sell or trade for Bluettes, Frills.—C. Ganzhorn, 8201 E. Central, Albuquerque, New Mex. (1053-1253)

SWALLOWS

Swallows. — In all colors, Spot and Fullheads, $4 head and up. — Jack Kuchler, North Lake, Wis. (1053-1253)

Swallows. — Three pairs for $10, young and old, no choice in color. — William Cassaretti, Bushnells Basin, Pittsford, N. Y. (1053-1253)

Swallows. — All colors and varieties, young and old, ten birds for $15. — William Ehrhardt, 75 Berlin St., Rochester, N. Y. (1053-1253)

Swallows. — Black Spots, Red, Yellow and Black Barless, Red and Yellow White Barred. — Joe Reulbach, 327 Durnan St., Rochester, N. Y. (1053-1253)

SWISS MONDAINES

Mighty Nice Youngsters At $2.50. —Also mated pairs. Real beauties, fine parents. — Hans Wetter, Orofino, Idaho. (1053-1253)

One Hundred Mated Pairs Swiss Mondaines. — Produce 1½-lb. squabs. Must sell due to illnes, $7 a pair. — Clarence W. Schuler, Route 1, Box 237, Glen Burnie, Maryland. (953-1153)

White Swiss Mondaines. — A few exhibition birds and several working pairs from show stock available. Winners at the big National Shows. Producers of large squabs. — James W. Bower, 1030 Arnold St., Williamsport, Pa. (1153-154)

TIPPLERS

Flying Tipplers $1 A Pair. — Jos. Mierzejewski, 122 Leconey Circle, Palmyra New Jersey. (1154-154)

High Class Tipplers in Red, Yellow Mottles $3 pair. — Ed Daviess, 3856 Folson, St. Louis, Mo. (1153-154)
Ribbon Tail Show Tipplers. — Good fliers $1 up. — Avenue Heights Lofts, 317 D. St., Salt Lake City, Utah. (1153)

Tipplers. — Fr[illegible] fifteen-hour flyers, Macclesfield strain and crosses; beautiful colors, reasonable prices. — Geo. Bender, 4526 South Talman Ave., Chicago 32, Illinois. (253-154)

English and Canadian Highflying Tipplers — Guaranteed to fly hours and hours if properly trained. Youngsters in season. Breeders sold occasionally. — Skyline Lofts, Box 127, Elizabeth, New Jersey. (1153-454)

Long Time Fliers. — Same strain of birds that holds the Canadian record won by the late Wm. Adams, Richmond Hill, Canada, 17 hours 25 minutes. I have all of Bill's best birds, his three record breakers, also his imported birds. 1953 birds are off the two strains, price $5 per pair. — Wm. Mair, 525 Congress St., West Detroit 26, Mich. (1153-154)

TRUMPETERS

Russian Trumpeters. — Ten colors, $10 pair up. — Mal. Alexander, Taylor Center, Mich. (1153-154)

Russian Trumpeters.—Four pairs Blacks, Whites, Reds. Fifteen 1953 birds. —Wm. H. Hoffman, 149 S. Midler Ave., Syracuse 6, N. Y. (1153)

English Trumpeters. — Reasonable priced and guaranteed to please. Also English Pouters. — Dennis Streeter, Lanesboro, Iowa. (1053-1253)

Russian Trumpeters. — 7 mated pairs, nice birds, 1 extra cock, 2 hens, $7 pair. All 17 for $55. — Cooper, 12[illegible]5 So. 22nd., St. Joseph, Mo. (1153)

One Pair White Russian. — Also two pairs of Lavender Lahores, seamless banded. — F. T. Finch, 521 So. Wilbur Ave., Sayre, Pa. (1153)

English Trumpeters. — 20 mated pairs $5 pair, 110 3 to 6 months youngsters $2 each. All colors. Also Giant Homers Rollers, Nuns, White Cleanleg Tumblers, extra birds included to cover express Money back if not satisfied. — Gordon Reese, 1923 Maywood Ave., Middleton, Wis. (1153-154)

TUMBLERS

Crested Muffed Tumblers, All Colors. — J. Pudlinski, Hudson, Ohio. (1053-954)

Baldheads. — Both Plain headed and Crested. Most colors 6 for $6. — Robert Berkhofer, Hannacroix, N. Y. (1053-1253)

Whitesides In Red and Yellow, also Black Mottles. — J. F. Doremus, 3 West Holly St., Cranford, N. J. (953-1153)

One Pair Imported Prague Tumblers, $10, 3 pair Budapest $12. - Avenue Heights Loft, 317 D St., Salt Lake City, Utah. (1153)

Cleanleg Selfs, White, Black, Red.—Some good AOC, White Racing Homers, Silver Slons. — Gus Stadler, 1230 7th, Altoona, Pa. (953-1153)

Red Cleanleg Tumblers. — Show and stock birds for sale. Modern type birds - George Carlos, 21 Fowler St., Jamestown, R. I. (1153-154)

Exhibition Komorner Tumblers. Marble marked, beautiful crest, all colors. Priced reasonable. — J. G. Meiner, 1588 Green Rd., Cleveland 21, Ohio. (1153-154)

Cleanleg Selfs. — Red, Yellow, Black and White. Good quality birds for sale at reasonable prices. — James Keegan, 285 Logan Ave., New York 61, N. Y. (1053-1253)

Selling Out. — 100 Tumblers, very good performers. Make me an offer. Also have 53 other varieties. — Oliver Schrunk, 128 East Ash, Box 15, Fullerton, Calif. (1153)

Wonderful Stud of Blue Cleanlegs for sale. Four Blues and Grizzle, $75 for the five, compete against the best. Sent on approval. — J. D. Houseman, 2321 5th Ave., Altoona, Pa. (1153)

Red and Silver Muffed, Red and Black Cleanleg Tumblers, pairs and odd hens, show and stock. Best bloodlines. Satisfaction guaranteed. — John F. Adrean, 1110 Jefferson Ave., Utica, N. Y. (1153-154)

Tumblers in Baldheads, Selfs and Mottles. Offering my annual clearance of birds that should help any stud. No culls or misfits offered at prices in reason. —P. F. Wannemacher, Amityville, Long Island, N. Y. (1053-954)

TURBITS

In Red and Yellow. — Birds from my winning stock. Won at the Turbit Club shows. Also African Owls (all colors).— Geo. Polochi, 423 East Ellis St., East Syracuse, N. Y. (1053-1253)

Three Pairs of Black and Dun Turbits for sale (Kelley Stock). These birds are all of show type, as they are culled closely, 1952 and 1953 banded. — Fred Seibel, 918 So. Emerson Street, Denver, Colo. (1153-154)

American Turbit Club. — Serving the fancy from 1897 to 1953. Helpful bulletins and ideal picture available. Our shows for 1953 season are: Baltimore, Glendale "Pageant", and the Royal Fair in Toronto. You are invited to join the club and show with us. Attractive list of trophies and money specials. Dues $3 annually for adults, $2 for juniors — Philip L. Roof, 7717 Emerson Road, Hyattsville, Maryland. (653-1153)

VARIOUS BREEDS

For Sale or Trade. — Pigeons. — C. Pindell, 17 Escalon St., Cincinnati 16, Ohio. (1053-1253)

Pigmy Pouters, Nuns. — Reasonable. — Andrew Fill, 122 East 22nd, Lorain, Ohio. (1153-154)

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Homers, Sion, Strassarts. Bastin Crosses from recent imports. All banded breeders at $3.50 per pair. Youngsters at $1.25 each. — A. B. Stoney, Box 701, Morganton, N. C. (656-856)

The Best in Racers. — True Stassarts, Sion parentage. Youngsters only $6 pair. These are quality birds. — Melvin Renderman, 445 Santa F[illegible] Calif. (856-1056)

Stock Pairs, Odd Cocks and Hens. — Youngsters in season. Stock pairs $5. Youngsters $4 a pair. Get the best for less. — John F. Gosch, 820 E. Prospect St., Kewanee, Ill. (955-856)

Black Shimmels, White Soufels. Pieds Frizzles, all colors, pairs or singles, excellent racing stock. Satisfaction guaranteed. Write for details. — Bock, Greenbank, Wash. 856-1056

Homers, Sions and Stassarts. — A. U. [illegible] $5 pair, youngsters $1.50 each [illegible] or more $1.25 [illegible] and Yellows $2.50 each. [illegible] and trained Hom[illegible] 320 No. 18th [illegible] (656-856)

Demottie and Hansennes [illegible] pair, or $7 a bird. Pur[illegible] Delmotties $20 a pair [illegible] Diploma winn[illegible] Order from this ad, as we ha[illegible] strains. — Felix Pinkowski [illegible] Flying Club, Butler, W[illegible]

White Racing Homers. — Pair [illegible] Buckeye strains. These have done ex[illegible] well up to 400 miles. Breeder [illegible] $7.50 per pair. Two pairs for $12. Youngsters 1956 All banded at $2 each. A. B. Stoney, Box 701, Morganton [illegible] 656-856

ROLLERS

Fireballs. — Wagoner Lofts, 545 S[illegible] Topeka, Kans. [illegible]

Garden State Rollers, [illegible] Brown, Manasquan, New Jersey. 556-557

Pensom, Birmingham and Whittingham [illegible]. — J. Greehs, Route 2, Water[illegible], Iowa. 556-556

Birmingham Rollers [illegible] Joseph Mierzejewski, 122 [illegible], Palmyra, N. J. [illegible]

Selling Out My Fireball Rollers [illegible] ones, 5 pairs $5. Reds, Y[illegible] [illegible]dam, Fa[illegible]

Highest Quality Rollers [illegible] Baldheads. Other good [illegible] — Joseph Ertl, Brunsw[illegible] Ohio. [illegible]

For Sale. — Beautiful [illegible] Rollers and gran[illegible] Dill [illegible]

Overstocked With Pensoms [illegible] ngham. All colors $2 to $3.50 [illegible] Fred Rottman, Louisiana, Mo. [illegible]

Rollers. — Birds that are guara[illegible] perform. A few breeders [illegible] Box [illegible] 2120 Jackson Ave., Portsmouth, Oh[illegible]

Proven Rollers in air and snow. W[illegible] ingham and Fireball. — H. L. Ob[illegible] stead, 2523 So. 19th St., St. Joseph, Mo. [illegible]

Old Time Strain Cloud Flying Rollers — Badges, Mottles, Offsides. Short quick performers. $4 a pair and up. Member of the U. R. C. A. — Louis Schretner, Bannister, Mich. (853-756)

My Hobby, breeding the best [illegible] A few pairs for sale. Pens[illegible] ball strain. Birds that are [illegible] and deep spinners. Young [illegible] $5. — Jack McDonald [illegible] St. Clair Shores, Mich. [illegible]

Quality Rollers. — Most colors. Guaranteed performers, $3 pair. — Dorman Deane, 1443 Burrstone Rd., Utica, N. Y. 856-1056

Pensom Rollers. — Excellent performers $4 pair. Young birds $1.50 each. — Morton Caldwell, Route 4, Campbellsville, Ky. 856

Bucowinas, All Colors.—Highflyers, deep spinners, $3 pair. Money back guarantee. Order from this ad. — A. I. Martin, 5609 Chaucer, Houston, Texas. (156-457)

Rollers, Selfs, Red, Yellow, Black, White; also Splashes. Good spinners. Reasonable. — Gulia, 344 W. Randall, Rialto, Calif. (256-157)

High Flying, Good Performing farm raised Rollers. Youngsters, pairs, odd birds. Reasonable. — Richard Mohler, Route 1, West Burlington, Ia. (656-856)

Selling Out Birmingham Rollers. — [illegible] White, Red, and Y[illegible] [illegible] this ad. [illegible] West Grove, Ore. 856-1056

Make Raising Rollers Your Hobby. — [illegible] with [illegible] that are guaranteed [illegible] flyers and performers, seamless [illegible]. Wm. J. Ross, 131 Steele St., Denver, Colo. [illegible]

SHOW PEN RACERS

Racers in all colors. Reasonable [illegible] Albert Lauer, 38190 Nine Mile Rd., Northville, Mich. (656-856)

TIPPLERS

Flying Tipplers. — Three pair $5. — Jos. Mierzejewski, 122 Leconey Circle, Palmyra, New Jersey. (556-756)

High-Flying Tipplers. — Nice markings, $2 pair, 6 pairs $11. [illegible] Chester, Md. (556-457)

Canadian Tipplers. Mated pairs and [illegible] Frank Sakson, Long[illegible] Carteret, N. J. (556-756)

Exclusive Imported English Tipplers [illegible]

Tipplers. [illegible] Mansfeld strain [illegible] including solid [illegible] Reasonable [illegible] Trimm Ave. [illegible]

TRUMPETERS

English Trumpeters [illegible]

Russian Trumpeters [illegible] — [illegible] Patrick, 903 Pinkston, Grandview, Mo. [illegible]

Bokhara and English Trumpeters and [illegible] Ferrer, 1003 N. 7[illegible] [illegible]

For Sale [illegible]

Bokhara Trumpeters. [illegible] of White Back and Red $10 [illegible] $20. Three odd hens 20 [illegible] Join our International Trumpeter Club. A. L. Grace, 99 Wa[illegible] St., [illegible], N. Y. 856-1056

TUMBLERS

Muffed Tumblers, Blacks, Reds, [illegible] Yellows. Don Rey, 922 Dons[illegible] St., St. Paul 3, Minn. 856

Crested Muffed Tumblers. — J. Pudlis[illegible]ski, Hudson, Ohio. (1255-1156)

L.F.C.L. In Barred and Chequers. Few good birds for sale. Priced reasonable. — Lynn Kano, 5325 So. 13th East, Murray 17, Utah. (856-1056)

Parlor Tumblers, all colors, exceptional performers. Satisfaction guaranteed. $3 pair, single birds, $3. — Chris Sauppee, 346 East 8th St., Hialeah, Fla. (656-856)

Clean Leg Tumblers in Red Selfs and Black Baldheads. Quality birds at $10 per bird. Satisfaction guaranteed. — J. D. Houseman, 2321 Fifth Ave., Altoona, Pa. (856-1056)

Moorhead Tumblers [illegible] excellent pairs in Black, Red [illegible] Yellow. $5 pair, worth mu[illegible] Cliff, 120 Maplewood Ave., Syracuse, N. Y. (856)

Black and White L.F.C.L. Tumblers. — Only the best in my loft offered for sale. Tumblers sold to other fanciers have won the highest awards at New York, Boston, and Chicago. Satisfaction assured. — C. L. Mathers, 213 7th Ave., Juniata Sta., Altoona, Pa. (656-856)

Baldheads and Selfs in All Colors. — Now offering stock and show birds from the old reliable line that has been kept up to par although doing little or no showing of late. Prices in reason with satisfaction assured. — P. F. Wannemacher, Amityville, L. I. (1055-956)

My Entire Stud of Red Baldheads [illegible] cause of limited room, I am offering [illegible] premier stud of Red Bads. This quality stud includes birds from the leading [illegible] pair in all including a number of [illegible] 1956 banded winners. $50 for [illegible] Bob Poloway, Ft. Rosecrans, San [illegible] Calif. (856)

TURBITS

American Turbit Club. — Established 1897. Applications for membership cordially welcomed. "Ideal" drawing and [illegible] shed Club bulletins. An[illegible] $3. Juniors $2. — G. J. Klein [illegible] 4521 Germaine Ave., [illegible] Ohio. (656-856)

VARIOUS BREEDS

Pigeons For Sale. — August [illegible] [illegible] Wis. 556-756

English Pouters, White Kings [illegible] Decatur [illegible]

Pigeons of All Kinds [illegible]

Quality Pigeons For Sale [illegible]

Fancy Pigeons, Old Coins [illegible] trade. — Kilanowicz, 322 E. Second, Winona, Minn. (556-756)

White Kings, Giant Homers, Rollers [illegible] banded. — Max Rita Klonk [illegible]

High Flying Tipplers, Beauties, Rollers good performers. — Leo Belanger, 110 W. Alfred, Alpena, Mich. 656-856

German Pouters [illegible]

Indian and Swiss Mondaines [illegible]

Good Type Barbs and Fantails [illegible]

Giant Homers, White Carneaux [illegible] F. J. Lamb, Box [illegible] (656-856)

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Pigmy Pouters. — Blue, young cocks, young hens $2, mated pairs $10. — H. C. Johnson, Jr., 1309 No. Flores St., San Antonio, Texas. (558-758)

Pigmy Pouters. — White and white bred, pairs or odd birds. Member American Pigmy Pouter Club. — Sam Ake, 320 Pine Ave., Altoona, Pa. (1157-1058)

Must Sell All my first class English, German and Pigmy Pouters on account of sickness.—John Schaetz, 1147 West 7th Ave., Oshkosh, Wis. (358-558)

Pigmies of Quality. — Show and stock birds, Reds and Yellows $10 to $20 a pair, also a few good odd cocks. — A. Manning, 27 Polk St., Bridgeport, Conn. (358-558)

English Pouters bred from best blood lines in U.S., most colors. We invite you all to join the National English Pouter Club, put this grand old bird on top.—Bill Lovell, Maysville, Ark. (358-558)

English Pouters.—I can offer you [illegible] these fine Pouters bred from the champs Reds, Blacks, Blues, Yellows, Whites.—John Bayer, English Pouter Loft, 4307 W. Vliet, Milwaukee 8, Wis. (1257-558)

Pouters.—German, English, Pygmy. Fantails in solids and Saddles. Holle Croppers Lahores. Muffed Tumblers. A few mated pairs, spares and seamless banded 1958 youngsters. All birds reasonably priced. Correspondence welcomed. — Jim Frye, 2731 E. 53rd, Seattle, Wash. (458-658)

PRIESTS

Priests, Monks, Frillbacks, Swan Necks, Pigeons. — Sterling Miller, — 231 South 4th St., Hamburg, Pa. (558)

RABBITS

Subscribe to American Rabbit Journal. Trade magazine of the meat and Angora wool industry. Devoted to commercial rabbit raising. Year $1; 3 years $2; Sample 15c.—Box 275, Warrenton, Mo.

RACING HOMERS

Racing Homers. — 50c each, very good birds. — Herman Younger, Jr., Box 13253, Fort Worth, Texas. (558)

Racing Homers All Colors. — Reds, Yellows, Cream Bars. — William J. Myers Route 4, Ponca City, Okla. (957-958)

Solid Yellows Only. - Mated pair $7.50, 1957 birds, seamless banded. Bred true to color. Satisfaction guaranteed. - Frank Melzer, 333 7th St., Manistee, Mich. (558-758)

Sions, Bastins, Stassarts, Racing Pigeons $3 a pair. All pigeons were raced. — James Freyman, 118 N. Filbert St. Allentown, Pa. (458-658)

White Racing Homers. -- $6 pair. Colored U. S. Army Strain $3.50 pair. Three pairs $10. — Homer Robinson, 324 East Jackson, Muncie, Ind. (558-758)

Purebred Stassarts. Flown 200 to 500 miles, $5 a pair. No pedigree at this price. — John Buckholz, Route 5, Box [illegible] Chillicothe, Ohio. (558)

Racing Homers. Pure White, young birds. All banded $1.50 each. Mated [illegible] A. Wathen, 217 South [illegible] Palestine, Texas. (558-758)

Purebred Racing Sions all from pedigreed birds. Price $5 per mated pair. Member of N.P.A. — Geo. T. Binford 620 Horlock, Navasoto, Texas. (1157-658)

Bred from Purebred Racing Homers, old birds $3.50 pair, kit of 1958 birds, 7 for $15. — Anthony Apanovitch, 12510 Woodside Ave., Cleveland 8, Ohio. (358-558)

Nice Pretty Trenton flying birds. No papers to them. Youngsters $3.50. Breeding birds $5 pair. All birds came from registered stock. — R. Kocher, Birdsboro, Pa. (458-658)

Solid Yellow Racing Homers. — Satisfaction guaranteed. - Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (558-758)

Bird River Loft Offers the best blood in the ABCD Stassarts, 1958 youngsters and 1956 and 1957 breeders, full pedigrees. Satisfaction guaranteed.—John T. Hughes, Sr., Route 16, Box 274, Baltimore 20, Md. (658)

Racing Homers. A few mated pairs of quality Racing Homers. All bred from birds that have flown 500 miles in a day. Edwin Lang Miles and Twombly strain. Pair banded, $5 per pair. Frank H. Hollmann, Warrenton, Mo. (558)

Sale, Crowded For Space.—Sion and Stassarts, AU banded, regular $10 pair now $5 pair. Ten pairs $40, youngsters $1.50 each, ten or more $1.25 each. Solid White and Yellow youngsters $2 each. Good quality. I raised and trained Homers in Army. Nicosia, 320 No. 18th, Waco, Texas. (358-558)

ROLLERS

Rollers that fly and perform. -- Erskin Kenee, Marysville, Pa. 657-558

Extra Fine Tight Spinning Acrobat Rollers. Reasonable. — Allen Daniel, Gratz, [illegible] (558-658)

Whittingham Rollers from 1956 imports also Pensoms. — Ralph Brown, Moorestown, New Jersey. (558)

Oriental Rollers. - $4 to $6 per pair. Adult birds. Homer Robinson, 324 East Jackson, Muncie, Ind. 558-758

Old Strain High Flying Rollers. — Always a few pairs for sale. — Louis Schreiner, Bannister, Mich. (1057-958)

Beautisite Roller Lofts. -- Home of the Northwest's finest Rollers. - Raymond Verduin, Route 3, Lynden, Wash. (558-459)

Deep Spinning Rollers, most all colors including Yellows, $5 pair up.—Andrew Kopp, 1320 Pine Grove Ave., Baltimore 6, Md. (358-558)

Birmingham Rollers. Beautiful marked that fly and perform, few to spare. Charlie K. Dill, 402 Race St. Cambridge, Md. 558-758

Birmingham Rollers.— In all colors, seamless banded, guaranteed high flyers, and performers.—Wm. J. Ross, 131 Steele St., Denver, Colo. (358-558)

Rollers, Birmingham, — Young cocks $1, young hens $2, mated pairs $5 — H. C. Johnson, Jr., 1309 No. Flores St., San Antonio 1, Texas. (558-758)

Birmingham Rollers.—Beautiful performers, mated pair $5, young birds $1.50, ten for $10, guaranteed performers.—Peachtree Pet Farm, 3208 Peachtree Rd., Mesquite, Texas. (358-558)

Beautiful Extra Good Rollers, highest quality. Breeder of good Rollers for 2 years. $3.50 pair.—Anthony Apanovitch 12510 Woodside Ave., Cleveland 8, Ohio. (358-558)

Rollers. -- Baldheads in all colors, [illegible] solid and barred. Also Orientals and Oriental Birmingham [illegible] American marked birds and [illegible] mated. Rodney Bergholz, Lal[illegible] Wis. [illegible]

Purebred Pensom Rollers. — [illegible] to business, can't fly and train yo[illegible]sters this year, therefore will sell a[illegible] alsed Bred for performance only. T[illegible]e pair for $10, no orders for less. - John Spuria, 393 Lincoln St., Lexin[illegible]n, Mass. (558-758)

STRASSER

For Sale.—NPA banded S[illegible]sser pigeons, singles or mated pairs. Robert L. [illegible], Box 253, Lavern[illegible]a. (358-558)

Red Strassers from imported stock, pairs and odd birds, Silver and Blue Barless. Also King and Strasser crosses. $5 pair and up. — Schneider's Red King Loft, 2708 Irish Ridge Rd., Burlington, Iowa. (458-658)

SHOW PEN RACERS

Pairs in Colors and Whites, reasonable. Ben Nolan, Route 2, Box 93, Saugerties, N. Y. (458-658)

Show Pen Racers. — Finest show stock reasonable. — King Lofts, Box 1, Hayward, Calif. (258-159)

All Colors. Very good show stock $7.50 pair. — Anthony Apanovitch, 12510 Woodside Ave., Cleveland 8, Ohio. (358-558)

Show Pen Racers. — Eight beautiful [illegible] one show stock, three [illegible] show winners. Best offer. De M[illegible] W. 106 St., Chicago 43, Ill. 558

SWALLOWS

Swallows.—250 in Red, Yellow, Black and Blue Barless, Blue and Black White barred full heads, Red, Black and Yellow White barred full heads and Black spots, all from the loft of the late Leonard Miller, prices from $3, $5, $7, $10 and $15 per pair.—Jos. Reubach, 327 Durnan St. Rochester, N. Y. (358-558)

SWISS MONDAINES

Nice Mated Pairs.--$4 to $8 youngsters $2 and $2.50. Also Indian Mondaines.—Hans Wetter, Orofino, Idaho. (358-558)

Seventeen Years Breeder of large, nice and fast producers of squabs. Pair $7.50, youngsters $3. — Dallas Miller, DuBois, Pa. (657-558)

TIPPLERS

High Flying Tipplers. Nice marking $3 pair, two pairs $5. Avalon Canary Farm, Chester, Md. (1057-958)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Union, N. J. (458-359)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. Reasonable prices. — George Bender, 4526 S. Tallman Ave., Chicago 32, Ill. (1157-259)

TRUMPETERS

Bokhara Males. White and mixed colors under Lahores. — F. T. Finch, 947 [illegible]dale Rd., Johnson City, N. Y. (558)

For Sale. — Russian Trumpeters, Red, Yellows, Black. — Leo Albrecht, 42 [illegible]rauss St., Buffalo 12 N. Y. (358-559)

For Sale. — Bokhara Trumpeters, outstanding quality. Colors and A.O.C. — Dan Alford, 506 Olive, Leavenworth, Kans. (458-658)

English, Blue Ribbon Winners. — Will send coop cards and ribbons with each bird. $10 mated pairs. Colors Red, White, Red Bald. — Bill Naylor, 1521 23rd St., Winston-Salem, N. C. (458-658)

TUMBLERS

Baldheads and Cleanlegs. — John Falkowski, 38 Vinton St., South Boston, Mass. (158-1258)

Red Clean Leg Self Tumblers. Satisfaction guaranteed. Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (458-658)

Parlor Tumblers in guaranteed mated working pairs. Performers and to please, only $6. Only a few pairs at this low price, order direct from this ad.—Ted Thompson, Castle, Okla. (558)

5/1958

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PRIESTS

Priests, Monks, Frillbacks, Swan Necked Pigeons. Sterling Miller, 231 South 4th St., Hamburg, Pa. (558

RABBITS

New Zealand Whites, Pedigreed and registered. Broad, blocky, nice fur. Junior $5, trio $14. Also intermediate and adults. — A. L. Kelly, 701 West State St., Clarinda, Iowa. (658-259)

Subscribe to American Rabbit Journal Trade magazine of the meat and Angora wool industry. Devoted to commercial rabbit raising. Year $1; 3 years $2; Sample 15c.—Box 275, Warrenton, Mo.

RACING HOMERS

Racing Homers All Colors. — Reds, Yellows, Cream Bars. — William J. Myers Route 4, Ponca City, Okla. (957-958)

Solid Yellow Racing Homers. Satisfaction guaranteed. Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (558-758)

Sions, Bastins, Stassarts. Racing Pigeons $3 a pair. All pigeons were raced. James Freyman, 118 N. Filbert St., Allentown, Pa. (658-858)

Solid Yellows Only. Mated pair $7.50. 1957 birds, seamless banded. Bred true to color. Satisfaction guaranteed. Frank Melzer, 333 7th St., Manistee, Mich. (558-758)

Sions, Bastins, Stassarts. Racing Pigeons $3 a pair. All pigeons were raced. — James Freyman, 118 N. Filbert St., Allentown, Pa. (458-658)

White Racing Homers. — $6 pair. Colored U. S. Army Strain $3.50 pair. Three pairs $10. — Homer Robinson, 321 East Jackson, Muncie, Ind. (558-758)

Racing Homers. - Pure White, young birds, AU banded $1.50 each. Mated pairs $5. — J. A. Wathen, 217 South Royall St., Palestine, Texas. (558-758)

Purebred Racing Sions all from pedigreed birds. Price $5 per mated pair. Member of N.P.A. — Geo. T. Binford, 620 Horlock, Navasoto, Texas (1157-658)

Nice Pretty Trenton flying birds. No papers to them. Youngsters $3.50. Breeding birds $5 pair. All birds came from registered stock. — R. Kocher, Birdsboro, Pa. (458-658)

Bird River Loft Offers, the best blood in the ABCD Stassarts, 1958 youngsters and 1956 and 1957 breeders, full pedigrees. Satisfaction guaranteed.—John T. Hughes, Sr., Route 16, Box 274, Baltimore 20, Md. (158-658)

Racing Homers. A few mated pairs of quality Racing Homers. All raised from birds that have flown 500 miles in a day. Edwin Lang Miller and Twombly strain. Pair banded, $5 per pair. - Frank H. Hollmann, Warrenton, Mo. (558)

ROLLERS

Whittingham Rollers.—Ralph Brown, Manasquan, N. J. (658-559)

Extra Fine Tight Spinning Acrobat Rollers. Reasonable. — Allen Daniel, Gratz, Pa. (458-159)

Rollers, Birmingham. — Young cocks $1, young hens $2, mated pairs $5. H. C. Johnson, Jr., 1309 No. Flores St., San Antonio 1, Texas. (558-758)

Oriental Rollers. — $4 to $6 per pair. Adult birds. — Homer Robinson, 321 East Jackson, Muncie, Ind. (558-758)

Old Strain High Flying Rollers. — Always a few pairs for sale. — Louis Schreiner, Bannister, Mich. (1057-958)

Beautisite Roller Lofts. — Home of the Northwest's finest Rollers. — Raymond Verduin, Route 3, Lynden, Wash. (558-459)

Birmingham Rollers. Mated pairs and youngsters, seamless banded. Felix Swanek, 801 N. Zane, Martins Ferry, Ohio. (658)

Birmingham Rollers. — Beautiful marking and perform, few to spare. Charles K. Dill, 402 Race St., Cambridge, Md. (558-758)

American Rollers Old Strain.—Show winners, good flyers.—Mary Waterhouse, 15515 Southwest Bull Mountain Rd., Tigard, Ore. (658)

Selling Out. - All Bellneck Saddles Whites, Baldheads and some Pensom Rollers. -J. Greelis, Route 2, Waterloo, Iowa. (658-858)

Birmingham Rollers.—In all colors, seamless banded, guaranteed high flyers and performers. -Wm. J. Ross, 131 Steele St., Denver, Colo. (658-858)

Grizzles. - Small birds of good type. Bred to fly, not to show. No birds for sale now but like to correspond with other fanciers.—Neal Thomas, Richland, Ind. (658)

Rollers. — Birmingham. Occasionally a few good pairs, and odd birds. Bred primarily to roll. Satisfaction guaranteed. Avelina Aragon, 7922 Bell Ave., Los Angeles 1, Calif. (658-858)

Stocky and Good Flyers, the kind that win. Mostly Splashes. Come see them, visitors welcome, reasonably priced. Roy Stevens, 3696 Kawkawlin Riverview Dr., Bay City, Mich. (658)

Birmingham Rollers. -Dr. Blackburn-Colley strains blended for deep spinners that fly, breeding over 30 years, most colors, $5 pair.—Edward C. Graves, Rt. 1, Box 16, Guilford, N. C. (658-858)

Purebred Pensom Rollers. — Due to business, can't fly and train youngsters this year, therefore will sell all raised. Bred for performance only. Three pair for $10, no orders for less. — John Spuria, 393 Lincoln St., Lexington, Mass. (558-758)

Birmingham Rollers.—All colors $2 per pair. Gold, Silver and Blue Bar Show Pen Racers, $4 per pair. Utility White Kings, mated $2.50 per pair. Few pairs of Lahores, Carneaux reasonable, all mail answered. Visitors welcome. Cliff Fisher and Sons Pigeon Lofts 202 15th St., Belle Plaine, Iowa. (658)

STRASSERS

Strassers. Blue Barless (Polley Strain) Three pairs $15.—Jim Rowe, 109 Orange St., San Rafael, Calif. (658-858)

Quality Strassers, rare colors from $3.5 pair imports $5 pair.—Ed Daviess, 3856 Folsom St., St. Louis, Mo. (658-858)

Red Strassers from imported stock, pairs and odd birds, Silver and Blue Barless. Also King and Strasser crosses. $5 pair and up. — Schneider's Red King Loft, 2708 Irish Ridge Rd., Burlington, Iowa. (458-658)

SHOW PEN RACERS

Pairs In Colors and Whites, reasonable. — Ben Nolan, Route 2, Box 93, Saugerties, N. Y. (458-658)

Show Pen Racers. — Finest show stock reasonable. — King Lofts, Box 1, Hayward, Calif. (258-159)

SWISS MONDAINES

Utility Type 1958 Birds.—$4 pair. Kenneth Clements, 4150 East Desert Place, Tucson, Ariz. (558-858)

Nice Mated Pairs.—$4 to $8. Youngsters $2 and $2.50. Also Indian Mondaines. Hans Wetter, Orofino, Idaho. (658-858)

Few Mondaines.—Guaranteed top show stock, good breeders $15 pair. Seamless banded. -M. C. Thulin, Route 1, Miami, Okla. (658-858)

TIPPLERS

High Flying Tipplers. Nice marking $3 pair, two pairs $5. Avalon Canary Farm, Chester, Md. (1057-958)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Seinau, 202 Hollywood Ave., Union, N. J. (458-359)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. Reasonable prices. — George Bender, 4526 S. Tallman Ave., Chicago 32, Ill. (1157-259)

TRUMPETERS

For Sale. — Bokhara Trumpeters, outstanding quality. Colors and A.O.C. -- Dan Alford, 506 Olive, Leavenworth, Kans. (458-658)

Trumpeters. English. Stock birds only, young Archangels, African Owls, banded pair $4. — Bill Naylor, 1521 23rd St., Winston-Salem, N. C. (658-858)

Bokhara Trumpeters. — Mated pairs $10. Odd males $2. Mixed colors and Black and White. Sale due to poor health. - F. T. Finch, 947 Oakdale Rd., Johnson City, N. Y. (658-858)

English, Blue Ribbon Winners. — Will send coop cards and ribbons with each bird. $10 mated pairs. Colors Red, White, Red Bald. — Bill Naylor, 1521 23rd St., Winston-Salem, N. C. (458-658)

TUMBLERS

Baldheads and Cleanlegs. — John Falkowski, 38 Vinton St., South Boston, Mass. (158-1258)

Jet Black Show Muffed Tumblers. $5 pair, extra males. - Henry Pauls, Hillsboro, Kans. (658-858)

Black Self Tumblers.—Sell or trade for firearms. -Wm. Matlack, 124 Poplar St., Fleetwood, Pa. (658-858)

Vienna Shortface Tumblers.—Most colors.—William Fisher, Route 1, Box 619N Uniontown, Pa. (658)

Red Clean Leg Self Tumblers. Satisfaction guaranteed. — Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (458-658)

Parlor Tumblers Exclusively. — Best bloodlines. Singles and Rollers $5 to $7.50 pair. Edward Wolf, 1177 East 77th Terrace, Kansas City, Mo. (458-658)

Baldhead Tumblers, modern type, in all colors. Have not shown of late but quality maintained as before. — P. Wannemacher, Amityville, Long Island. (258-159)

Red and Yellow C. L. Self Tumblers. — All Curran strain direct. Have some fine birds to offer. No better blood to be had. — Fred H. Haag, 1108 Lodi St., Syracuse 8, N. Y. (458-658)

TURBITS

Turbits. Quality supreme, consistent winners at leading shows since 1928. 100 Blacks, some to be sold in October. —James G. Muir, 319 W. Fairview Blvd., Inglewood 3, Calif. (558-758)

VARIOUS BREEDS

Twenty Varieties fancy show pigeons.—L. C. Briggs, Colony, Kans. (458-658)

Fireball Rollers, Red, Yellow Splashes. Youngsters 6 for $5. English Pouter youngsters $3.50 pair up. — Millard Gillham, Fairgrove, Mo. (658)

6/1958

Pigmy Pouters. — Blue, young cocks, young hens $2, mated pairs $10. — H. C. Johnson, Jr., 1309 No. Flores St., San Antonio, Texas. (5.8-758)

Pigmy Pouters. — White and white bred, pairs or odd birds. Member American Pigmy Pouter Club. — Sam Ake, 320 Pine Ave., Altoona, Pa. (1157-1058)

Bohemian Swing Pouters. — Beautiful show birds in all solid colors for sale from time to time.—John Paryzek, Route 3, Box 262, Cedar Lake, Ind. (658-858)

PRIESTS

Priests, Monks, Frillbacks, Swan Necked Pigeons.—Sterling Miller, 231 South 4th St. Hamburg, Pa. (758)

Rare Priests.—After 52 years breeding one only variety will consider to sell oldest, possibly only loft in the world, German Toy Priest Pigeons. Blacks, Reds, Blues Yellows, Duns, to most responsible persons. Entire Loft or none. Particulars write letter.—Judge Mort Cooper, Oxford, N. Y. (758-958)

RABBITS

New Zealand Whites. Pedigreed and registered. Broad, blocky, nice fur. Pair $5 trio $14. Also intermediate and adults. — A. L. Kelley, 701 West Sale St. Clarinda, Iowa. (658-259)

Subscribe to American Rabbit Journal. Trade magazine of the meat and Angora wool industry. Devoted to commercial rabbit raising. Year $1; 3 years $2; Sample 15c.—Box 275, Warrenton, Mo.

RACING HOMERS

Racing Homers All Colors. — Reds, Yellows, Cream Bars. — William J. Myers Route 4, Ponca City, Okla. (957-958)

Solid Yellow Racing Homers. — Satisfaction guaranteed. — Fred Schlosser, 2263 Seneca St., Buffalo, N. Y. (558-758)

Quality Proven Seamless Banded Blues, Grizzies $3 pair. Satisfaction guaranteed. Thomas Hughes, Holman City Rd., Clayville, N. Y. (758-958)

Sons, Bastins, Stassarts. — Racing Pigeons $3 a pair. All pigeons were raced. James Freyman, 118 N. Filbert St., Lansdown, Pa. (658-958)

Solid Yellows Only. — Mated pair $7.50 [illegible] seamless banded. Bred true [illegible] satisfaction guaranteed [illegible] St., Manistee [illegible]

White Racing Homers [illegible] $6 pair. Colored [illegible] $3.50 pair. Three [illegible] Robinson, 321 E. [illegible] Muncie Ind. [illegible]

Racing Homers [illegible] banded $1.50 [illegible] Mated [illegible] A. W. [illegible] Palestine, Texas [illegible]

ROLLERS

Whittingham Rollers. [illegible] Manasquan, N. J. [illegible]

Rollers $1.—Ralph C. [illegible] Richmond, Ind. [illegible]

Extra Fine Tight Spinning Acrobat [illegible] Reasonable. — Allen [illegible] Pa. [illegible]

Rollers, Birmingham. — Young [illegible] young hens $2, mated pairs $5 [illegible] Johnson, Jr., 1309 No. Flores St. San Antonio [illegible]

Oriental Rollers. [illegible] full birds. Home [illegible] East Jackson Muncie Ind. [illegible]

Birmingham and Pensom Rollers [illegible] pairs. They are all colors [illegible] good perf[illegible] J. N. Marshall, Marshall, Mo. [illegible]

Old Strain High Flying Rollers. — Always a few pairs for sale. — Louis Schreiner, Bannister, Mich. (1057-958)

Pensom Rollers.—Breeders and youngsters $1 apiece.—V. T. Sheehan 2421 Patee St., St. Joseph, Mo. (758)

Rollers, Guaranteed Performers $3 pair. —Jules Biller, 233 South Shupe St., Mount Pleasand, Pa. (758-958)

Red, Yellow, Fireball Roller youngsters. 10 for $5. Millard Gulham, Fairgrove, Mo. (758)

Beautisite Roller Lofts. Home of the Northwest's finest Rollers. — Raymond Verduin, Route 3, Lynden, Wash. (558-459)

Birmingham Rollers. — Beautiful marked that fly and perform, few to spare. — Charlie K. Dill, 402 Race St., Cambridge, Md. (558-758)

Kit, Performing Rollers.—Four pair 35-foot spinning breeders. Eight youngsters $24 takes kit.—W. Hart, P.O. Box 64, Rochester 17, N. Y. (758-958)

Selling Out. — All Bellneck Saddles Whites, Baldheads and some Pensom Rollers.—J. Greelis, Route 2, Waterloo, Iowa. (658-858)

Birmingham Rollers.—In all colors, seamless banded, guaranteed high flyers and performers.—Wm. J. Ross, 131 Steele St., Denver, Colo. (658-858)

Rollers. — Birmingham. Occasionally a few good pairs, and odd birds. Bred primarily to roll. Satisfaction guaranteed. Avelina Aragon, 7922 Bell Ave., Los Angeles 1, Calif. (658-858)

Birmingham Rollers.—Dr. Blackburn-Colley strains blended for deep spinners that fly, breeding over 30 years, most colors, $5 pair.—Edward C. Graves, Rt. 1, Box 16, Guilford, N. C. (658-858)

Purebred Pensom Rollers. — Due to business, can't fly and train youngsters this year, therefore will sell all raised. Bred for performance only. Three pair for $10, no orders for less. — John Sturla, 393 Lincoln St., Lexington, Mass. (558-758)

STRASSERS

Strassers.—Blue Barless (Polley Strain). Three pairs $15.—Jim Rowe [illegible] St., San Rafael, Calif. [illegible]

Quality Strassers, rare [illegible] pair imported $5 pair.—Ed D[illegible] Forsom St., St. Louis, Mo. [illegible]

SHOW PEN RACERS

Show Pen Racers. — Finest show stock reasonable. — King Lofts, Box 1, Hayward, Calif. (258-159)

Show Pen Racers, fine healthy young stars and stock birds at [illegible] you can afford. Several winners included. [illegible] cut down, need the loft space. Most colors and patterns.—Conrad Meis, 14[illegible] Darius Way, San Leandro, Calif. [illegible]

SWALLOWS

200 of the Best Red Spangle Swallows in America. $5 pair or $1.50 bird for lot. M. Calosso, Route 2, Box 204, Galt, Calif. (758-958)

SWISS MONDAINES

Utility Type 1958 Birds.—$4 pair.—Kenneth Clements, 4150 East Desert Place, Tucson, Ariz. (658-85[illegible])

Nice Mated Pairs.—$4 to $8. Y[illegible] $2.50. Also Indian Mondaines. [illegible] Wetter, Orofino, Idaho. (758-858)

TIPPLERS

High Flying Tipplers. — Nice marking $5 pair, two pairs $9. — Avalon Canary Farm, Chester, Md. (1057-358)

English Tipplers.—Guaranteed high flyers, good stock.—Louis Schreiner, Bannister, Mich. (758-359)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Seinau, 202 Hollywood Ave., Union, N. J. (458-359)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black [illegible] Blue. Reasonable prices. — George Bender, 4526 S. Talman Ave., Chicago 32, Ill. (1157-259)

TRUMPETERS

Sale.—Bokhara Trumpeters. — Francis Keller, 1219 First St., Menominee, Mich. (758)

Erbsgelbe Bernburg Trumpeters, Priests —Richard Bedrosky, 4653 A St., Omaha, Nebr. (758-958)

Sacrificing Ten English Trumpeters for $12.50. Excellent birds. Order now. Jack H. Knowlan, 2703 Janet Dr., Cape Girardeau, Mo. (758)

Trumpeters. [illegible] stock birds only, young [illegible] African Owls, banded pair $[illegible] Bl[illegible] Navy, 1521 23rd St., Winston-Salem, N. C. (658-858)

Bokhara Trumpeters. — Mated pairs $10. Odd males $2. Mixed colors and Black and White. Sale due to poor health. F. T. Finch, 947 Oakdale [illegible] (658-858)

TUMBLERS

Baldheads and Cleanlegs. — John Falkowski, 38 Vinton St., South Boston, Mass. (158-258)

Jet Black Show Muffed Tumblers. [illegible] pair, extra males. Henry Paulis, Hillsboro, Kans. (658-858)

Black Self Tumblers.—Sell or trade [illegible] firearms. Wm. Matlack, [illegible] Fleetwood, Pa. (658-858)

Five Pair English Short Face Tumblers, [illegible] Gray Bar Lofts, 1540 5th St., Manhattan Beach, Calif. [illegible]

Komorner Tumblers. Magpie [illegible] Reds and [illegible] Fancy [illegible] Pa. [illegible] 758

Red Clean Leg Self Tumblers, [illegible] leading bred lines. [illegible] feed.—Fred Schlosser, [illegible] Buff. [illegible]

Exhibit on Kormorner Tumblers. [illegible] red, Magpie marked, all colors. [illegible] Joe Meiner, 1588 S. Green [illegible] Cleveland 21, Ohio. [illegible]

Baldhead Tumblers, modern type, in all colors. Have not shown of late but quality maintained as before. — P. Wannemacher, Amityville, Long Island. (258-159)

Neighbors are Complaining, gotta get rid of four mated pairs. Buff Muffed Tumblers NPA seamless banded only $2. Roy Alexander, 3118 W. Prov[illegible] [illegible]

Pure White, Red, Black and [illegible] Unsexed birds [illegible] good markings $1 [illegible] Yearlings $3 pair.—Paul Morgan[illegible] 18 Hi[illegible] St., Rome, N. Y. (758-958)

Clean Leg Self Tumblers, all colors. A Curran strain direct. Have some fine birds to offer. No better blood to be had. Fred H. Haig, 1108 Lodi St., Syracuse 5, N. Y. (758-958)

7/1958

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SWISS MONDAINES

Utility 1957 and 1958 Birds, twelve pair for $24. — George Watzlavick Shine Texas (958-

Nice Mated Pairs. $4 to $8 Young [illegible] $2 and $2.50. Also Indian Mon[illegible] Hans Wotter, Orofino, Idaho (958-1158

Mated and Banded [illegible] Young [illegible] Large plun[illegible] B[illegible] 331 [illegible]

TIPPLERS

High Flying Tipplers [illegible]

Exclusive Imported English Tipplers. Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Seinau, 202 Hollywood Ave., Union, N. J. (458-359)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. Reasonable prices. — George Bender, 4526 S. Tafman Ave., Chicago 32, Ill. (1157-259)

High Flying Tipplers, [illegible] We [illegible] the [illegible] Three [illegible]

TRUMPETERS

Erbsgelbe Bernburg Trumpeters. [illegible] Richard Bedros [illegible]

Bokhara Trumpeters, English Carriers and other varieties. [illegible] White R[illegible] Minn. (958

Bokhara Trumpeters [illegible] Odd [illegible] [illegible] Gehen, 947 Oakdale Rd., Johnson City, N. Y. (658-958

TUMBLERS

Altstammer (Ancient) Tumblers [illegible]

Saddle Mutted Tumblers. [illegible] John Fetzer [illegible]

Baldheads and Clean Legs [illegible] kowski, 38 Van [illegible] Mass [illegible]

Budapests.

[illegible], Austin, Minn. (958-1158

Five Pair English Short Face Tumblers [illegible] Gray Bar Loft [illegible]

Komorner Tumblers. Magpie, marked beautiful crests and markings. Von Parsons, 1115 [illegible]

Moorhead Tumblers — Mismarked White, best strains [illegible] For Sale [illegible] Wick, [illegible]

Red Clean Leg Self Tumblers [illegible] Turbits, African [illegible] [illegible]

Exhibition Komorner Tumblers [illegible] ed. W[illegible]

Parlor [illegible] Varieties of Pigeons [illegible]

Baldhead Tumblers, modern type, in all colors. Have not shown of late but quality maintained as before. P. Wannemacher, Amityville, Long Island [illegible]

Pure White, Red, Black and Splashed [illegible] footed, bald headed Tumblers [illegible] markings $1 pair. [illegible] Paul Morganto [illegible] Rome, N. Y. (7[illegible]

Clean Leg Self Tumblers, [illegible] colors. All German strain [illegible] Have some [illegible] be had. Fred H. Haag, 1108 L[illegible], Syracuse 8, N. Y. (7[illegible]

Marked Black Beard Tumblers [illegible] marked pa[illegible] [illegible] Myers, 5915 S. E. 67th, [illegible] and 6, Ore. (958

For Sale. [illegible] Short [illegible] Red [illegible] other [illegible] Staten Island [illegible]

Parlor Rollers. From proven [illegible] stock. 1958 seamless banded Red and Yellow Mottles. — Raymond Byers, 22 West McVey, Dallas, Texas (958-1158

Clean Leg Black Self Tumblers. All of top strains, must reduce stock, show [illegible] reasonable. Dennis Mikutis [illegible] 106 St., Chicago, Ill. (958

TURBITS

American Turbit Club. [illegible]

Turbits [illegible]

VARIOUS BREEDS

Doves, Pouters, Rollers [illegible] Lewis, Marion, A[illegible]

Five Hundred Fancy Pigeons [illegible] New, Colony, Kans. (958-11[illegible]

Modenas, Owls, Muff Tumblers [illegible]

Fantails $5 pair. [illegible] Young [illegible]

Moorheads, Turbits, Helmets, Saddle H[illegible] 1st St., West Haven, Conn. (658-559

Dutch Crown [illegible]

Wherever Space, let's have m[illegible] [illegible]eon lofts and less delinquen[illegible] Tony Andert, 325 W. Maryland Ave., St. Paul 3, Minn. (858-1058

Archangels, Lahores, Trumpeters, [illegible] Tumblers. [illegible] Gazzis, Fans. Reasonable [illegible] N. Court, Rockford, Ill. [illegible]

Barbs, Vienna and English Shortface Tumblers, Turbits, Chinese and [illegible] Owls. — Gray Bar Lofts, 1540 [illegible] Manhattan Beach, Calif. (858-1[illegible]

Pouters, Modenas, Fantails, [illegible] [illegible]ibacks, Jacobins [illegible] [illegible] Homers [illegible] [illegible]ester, Minn. [illegible]

Archangels, Rollers, [illegible] [illegible] Beilnecks, Tipplers [illegible] [illegible]mblers $2 to $3 pair. [illegible] 9035 Vaughan, Detroit, Mich. (958-115[illegible]

Good Type English Carriers, Dragons [illegible]

Kings, Show and Utility, [illegible] English [illegible] Helmets [illegible]

Old and Young Birds [illegible] Homers [illegible] Archange[illegible] [illegible] H. Mann, 625 Oak St., [illegible] stock, Ill. (858-1058

Saddle Fantails, Bokhara Trumpeters Swallows, Lahores, English Pouters, Beauty Homers, Blondinettes $5 [illegible] Winners included.—Mal. Alexander [illegible]

Hungarians White [illegible] [illegible]

Bohemian Pouters, Red Carneaux, [illegible] Fantails, Frillbacks [illegible]

Archangels, Fantails, Helmets, Lahores, Modenas, Owls, Rollers, Tumblers, 20 other breeds [illegible]

Selling Out At Reduced Prices Carneaux, Giant Homers [illegible]

Imported and Domestic [illegible] and Magpie Pouters. H. Weiss [illegible]

For Sale. One pair Hungarians [illegible]

German Fancy Pigeons [illegible] specialty. First class Carrier [illegible] 1929. Satisfaction guaranteed. Willy Gosemann, 17 Hobrecht St., Ba[illegible] (958 [illegible]

Frillbacks, Fantails [illegible]

Sanger-McAree Whittingham Rollers, adults and youngsters offered by one of the largest Roller lofts in the East, $5 pair, three pairs for $10. — John Dupont, McClaren Road, Tewksbury, Mass. 858-759)

STARLINGS

Quaker Starlings. — Six pairs $36 for the 12. — Melvin J. Kern Algona, Iowa. (1058-1258)

Black English Starlings. — Youngsters from imported stock, fear. quality — George Gargen, 1391 Lake Dr., Okauchee, Wisc. (1058-1258)

STRASSERS

Blue Bar or Barless Strassers. — Mated $5 pair also singles. — Anthony Mieulka, Cuero, Texas. (1058)

Surplus, mated or singles $5 each. — Dr. J. A. Polley, 18917 Stanton Ave, Castro Valley, Calif. (1058)

Red, Yellow, Black Strassers. — Pairs, singles or youngsters. Good enough to show. — Clever Smith, 105 North Earl St., Shippensburg, Pa. (858-1058)

SHOW PEN RACERS

Show Pen Racers. — Finest show stock reasonable. — King Lofts, Box 1, Hayward, Calif. (258-159)

SWALLOWS

Black Barless Fullheads $5 pair — Keith Smith, 32 Hendrie Lane, Grosse Pointe 36, Mich. (1058)

Swallows. — Black and Blue White Bar Spots. Quality birds very reasonable. — Orville Voeks, Route 2, Sheboygan, Wis. (1058)

Swallows, Blue Barred Fullheads, Blue spangled Spots. Also rare Red Tiger Swallows. Seamless banded. Excellent breeding stock. — Calvin Broadhoff, 4282 Mill St., Grandville, Mich (958-1158)

SWISS CRESCENTS

Extremely Rare Swiss Crescents. — Three young $7.50 each, $20 for a 1 Sex unknown. — Robert Beaver, Jr Emmersville Texas (1058)

SWISS MONDAINES

Nice Mated Pairs. — $4 to $8. Youngsters $2 and $2.50. Also Indian Mondaines. — Hans Wetter, Orofino ,Idaho. (958-1158)

Mated and Banded pairs $5 pair. Youngsters $2 each. Fast producers of large plump squabs. — Angelo Gentile, Box 834 Gilbert, Minn (858-159)

TIPPLERS

High Flying Tipplers. Nice marking $3 pair two pairs $5 Avalon Canary Farm, Chester, Md. (1058-959)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Union, N. J. (458-359)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue Reasonable prices — George Bender, 4526 S. Tallman Ave., Chicago 32, Ill. (1157-259)

High Flying Tipplers, own stock. Were the winners of three out of four offic. Flying Tippler Association Contest Marshall's Loft, 3022 Second Ave., Baltimore 14 Md (958-1158)

TRUMPETERS

One Pair White English Trumpeters, 5 inch muffs, also Nuns. — Robert Anderson, Route 5, Anoka, Minn. (1058)

Bokharas. — A few for disposal, bred right, priced right. No misrepresentation. — Dr. R. S. Zeiger, Route 3 Lebanon, Ohio (1058-1258)

TUMBLERS

Baldheads and Cleanlegs. — John Falkowski, 38 Vinton St., South Boston, Mass. (158-1258)

Parlor Tumblers. — Single performers, banded. — Paul H. Fisher, 506 E. Wiley St., Marion, Ind. (1058-1258)

Budapests. — From imported parent stock. — Gerald Justice, 1104 North 7th St., Austin, Minn. (958-1158)

South German Whitetails. — Bronze on Black, three pair, one odd, $25 for the seven Melvin J. Kern, Algona, Iowa. (1058-1258)

Tumblers. — Whiteside Cleanleg, seven pairs one odd cock, some 1958 banded $65 for the works. — Melvin J. Kern, Algona, Iowa. (1058-1258)

Moorhead Tumblers. — Mismarked, White, best strains for breeding $2 each. — —Theo Doan, Box 162 Berwick, Pa. (958-1158)

Red Clean Leg Self Tumblers, bred from leading blood lines. Satisfaction guaranteed.—Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (758-1258)

Exhibition Komorner Tumblers. Crested, Magpie marked, all colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (1058-1258)

Parlor Rollers. — From proven show stock, 1958 seamless banded Red and Yellow Mottles. — Raymond Byers, 222 West McVey, Dallas, Texas. (958-1158)

Parlor Tumblers. — Red or Yellow. Breeders $6 pair. Young birds $2 each Good performers. — Ed Wolf 1177 East 77th Terrace, Kansas City, Mo. (1058)

Baldhead Tumblers, modern type, in all colors. Have not shown of late but quality maintained as before. — P. Wannemacher, Amityville, Long Island. (258-159)

Quality Budapests. — Good square heads and good type and eyes. Some show specimens All Vienna Helstroched. High flyers, reasonable A. Rauschenberg, 529 Barrow Blvd., Grays Lake, Ill. (1058-1258)

TURBITS

American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3 Juniors $2. — G. J. Kleinpell, Secretary, 1429 Pearl Rd., Cleveland 9 Ohio (858-359)

Turbits. — Blacks exclusively Satisfied purchasers of 1958 bred birds already report winning two (2) Best Pigeon in Show awards. Congratulations to Stan Carpenter at (595) L. A. Young bird show and Ron Sides at (600) bird Antelope Valley, Calif. exhibition. A few more good ones to go. — Jim Muir, 319 W. Fairview Blvd. Inglewood 3, Calif. Turbits since 1928 (858-1058)

VARIOUS BREEDS

Doves, Pouters, Rollers, Parlor Tumblers.—Wayne Lewis, Marion, Ala. 758-659)

Kings, Homers, Carneaux, Fantails 75c and up. — John Thatcher, 311 Dittmer, Pueblo, Colo. (1058-1258)

Fantails $1 each. Rollers $1 each Frost's Swallows, others. Green English Elida, N. M (1058)

Suablans, Komorner, Whiteside, Vienna Tumblers, Helmets. 1958 and some breeders. Reasonable, satisfaction guaranteed. — Nick Trbolevic, 607 Market St McKeesport, Pa (1058-1258)

Thirty Varieties, Quality Birds. Reasonable. — G. & S Pigeon Lofts, Box 22, Seatonville, Ill. (1058-1258)

Five Hundred Fancy Pigeons. — Thirty pure varieties. Might trade. — Oscar New, Colony Kans. (958-1158)

White Kings, Strassers, Modenas, Hana Pouters. — Clever Smith, 105 N. Earl St., Shippensburg, Pa (1058)

Pensom Rollers, Parlor Tumblers. Quality stock. — Thornton's 2925 Oracle Rd., Tucson, Ariz. (1058-1258)

Moorheads, Turbits, Helmets, Saddle Homers, Carriers —Thomas Collins, 359 Elm St., West Haven, Conn. (658-559)

For Sale. — Fireball Rollers, Birmingham Rollers, Red Carneaux. — H. A. Thompson, Box 418, LeMars, Iowa. (1058-1258)

Show and Utility White Kings, Maltese Giant Homers and Blue Dragoons. — William Malsch, Lake Geneva, Wis (1058-1258)

Show Turbits, African Owls, Blondinettes, Laced Show Tipplers. — Wm. Pilitowski, 114 Eckford St., Brooklyn, N. Y. (958-1158)

English Carriers, Dragoons, Norwich Croppers and other breeds. — Robin Neil 3406 4th Ave. South, Great Falls, Mont (1058)

Top Quality Birmingham Rollers, Giant Homers. Mated pairs, also single birds in both breeds. — Frank Urbanz, Willard, Wis. 858-1058)

All Breeds of Pigeons bought and sold. Canaries, Parakeets, Pet Supplies. — Zigmans Pet Shop, 2722 W. 47th St., Chicago, Ill. (258-159)

Rare Birds. — One pair Yellow Sheriza Tumblers, one pair Blue Check Elebuhlers $15 per pair. — Melvin J. Kern, Algona, Iowa. (1058-1258)

Closing Out. — Giant Runts $7 pair. Show type White Kings and Silvers $4 pair. — Forrest Awbrey, 1629 Sherman, Canon City, Colo. (858-1058)

Wherever Space, let's have more Junior pigeon lofts and less delinquency. — Tony Andert 325 W. Maryland Ave., St. Paul 3, Minn . (858-1058)

Gazzi and Schietti Modenas $2 a pair Rollers, Birmingham and Bellnecks $1.50 a pair. — James Sandwell, 517 W. Third, Hillsboro, Kans (1058-1258)

Archangels, Lahores, Trumpeters, Bluettes Muff Tumblers, Frills, Blue Gazzis, Fans. Reasonable. — Zinn's, 117 N Court, Rockford, Ill. (858-1058)

Barbs Vienna and English Shortface Tumblers, Turbits, Chinese and African Owls. — Gray Bar Lofts, 1540 5th St., Manhattan Beach, Calif. (858-1058)

For Sale. - Rollers French Mondains, Homers 10 birds $50 Most all adult birds. No sex guaranteed. — Ken Callaway, 1940 16th St., Moline, Ill. (1058)

Dragoons, Carriers. — Mated pairs. Most colors, odd cocks, Black Belgian, Blue and Black Rosecomb Bantams. — Frank Burke, Lehighton, Pa. (1058-1258)

Archangels, Rollers, Birmingham Pensom, Bellnecks, Tipplers, Helmets, Toy Tumblers $2 to $3 pair. - M. J. Kopler, 20250 Vaughan, Detroit, Mich. (958-1158)

Good Type English Carriers, Owls, Fantails, in most colors. Young and old birds. — Edward Wagner, 6[illegible] North Teutonia Ave., Milwaukee, Wis (958-1158)

Extra Large Birds, fast breeders nice youngsters, living at 7,000 altitude. Carneaux, (Kings, Show and Utility), Swiss and French Mondains. These are not my culls. I'm selling everything except Runts, Fantails. — Write Forrest Smith, Lakeside, Ariz. (958-1158)

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SHOW PEN RACERS

Show Pen Racers. — Finest show stock reasonable. — King Lofts, Box 1, Hayward, Calif. (258-159)

STRASSERS

Strassers — Rare colors, good bloodline. — Lon Vaughn, Box 63, Killeen, Texas. (1158-159)

SWALLOWS

Swallows, Blue Barred Fullheads, Blue spangled Spots. Also rare Red Tiger Swallows. Seamless banded. Excellent breeding stock. — Calvin Breadhoff, 4282 Mill St., Grandville, Mich (958-1158)

SWISS MONDAINES

Nice Mated Pairs. — $4 to $8. Youngsters $2 and $2.50. Also Indian Mondaines. — Hans Wetter, Orofino ,Idaho. (958 1158)

Mated and Banded pairs $5 pair. Youngsters $2 each. Fast producers of large plump squabs. — Angelo Gentile, Box 834, Gilbert, Minn. (858-159)

TIPPLERS ✓

High Flying Tipplers. — Nice marking $3 pair, two pairs $5.—Avalon Canary Farm, Chester, Md. (1058-959)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Union, N. J. (458-359)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue Reasonable prices — George Bender, 4526 S. Tafman Ave., Chicago 32, Ill. (1157-259)

High Flying Tipplers, own stock. Were the winners of three out of four official Flying Tippler Association Contest — Marshall's Loft, 3022 Second Ave., Baltimore 14, Md. (958-1158)

TRUMPETERS

Trumpeters. — My entire loft of fifty English. Attractive price on lots. — Lester Stephens, Route 2, Wabasha, Minn. (1158-159)

Bokharas. — A few for disposal bred right, priced right. No misrepresentation. — Dr. R. S. Zeiger, Route 3, Lebanon, Ohio (1058-1258)

TUMBLERS

Baldheads and Cleanlegs. — John Falkowski, 38 Vinton St., South Boston, Mass. (158-1258)

Parlor Tumblers. — Single performers, banded. — Paul H. Fisher, 506 E. Wiley St., Marion, Ind. (1058-1258)

Budapests. — From imported parent stock. — Gerald Justice, 1104 North 7th St., Austin, Minn. (958-1158)

South German Whitetails. - Bronze on Black, three pair, one odd, $25 for the seven. - Melvin J. Kern, Algona, Iowa. (1058-1258)

Sell. — Good performing Parlor Tumblers in most colors. Trade for few Jacobins. — Ivan Randles, Raymond, Kans. (1158-159)

Tumblers. — Whiteside Cleanleg, seven pairs, one odd cock, some 1958 banded $65 for the works. — Melvin J. Kern, Algona, Iowa (1058-1258)

Moorhead Tumblers. — Mismarked, White, best strains for breeding $2 each. — —Theo Doan, Box 162 Berwick, Pa. (958-1158)

Red Clean Leg Self Tumblers, bred from leading blood lines. Satisfaction guaranteed.—Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (758-1258)

Exhibition Komorner Tumblers. — Crested, Magpie marked, all colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (1058-1258)

Parlor Tumblers. — Ten for $15. Mottles few Yellows, 1958 banded. Performance guaranteed. - Byers, 222 West McVey, Dallas, Texas. (1158)

Parlor Rollers. — From proven show stock. 1958 seamless banded Red and Yellow Mottles. — Raymond Byers, 222 West McVey, Dallas, Texas. (958-1158)

Baldhead Tumblers, modern type, in all colors. Have not shown of late but quality maintained as before. — P. Wannemacher, Amityville, Long Island. (258-159)

Quality Budapests. — Good square heads and good type and eyes. Some show specimens. All Vienna Helstroched. High flyers, reasonable. — A. Rauschenberg, 529 Barrow Blvd., Grays Lake, Ill. (1058-1258)

TURBITS

American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3. Juniors $2. — G. J. Kleinpell, Sec.-Treas., 4729 Pearl Rd., Cleveland 9, Ohio. (858-359)

VARIOUS BREEDS

Doves, Pouters, Rollers, Parlor Tumblers.—Wayne Lewis, Marion, Ala. (758-659)

Fantails, Racing Homers, Rollers. — Guaranteed. — Unger, Corn, Okla (1158-159)

Kings, Homers, Carneaux, Fantails 75c and up. — John Thatcher, 341 Dittmer, Pueblo, Colo. (1058-1258)

Thirty Varieties, Quality Birds. — Reasonable. — G. & S. Pigeon Lofts, Box 22, Seatonville, Ill. (1058-1258)

Giant Homers and Mondaines $3.50 to $5 pair. Stamp for reply. — E. J. Leittl, Box 595, Ladd, Ill (1058-1258)

Five Hundred Fancy Pigeons. - Thirty pure varieties. Might trade. — Oscar New, Colony Kans (958-1158)

Jacobins, Fantails, Nuns, Lahores, Magpies, Mookees. — Eugene DeVere, 700 E. High St., Lima, Ohio. (1158)

Pensom Rollers, Parlor Tumblers. — Quality stock. — Thornton's, 2925 Oracle Rd., Tucson, Ariz. (1058-1258)

Moorheads, Turbits, Helmets, Saddle Homers, Carriers.—Thomas Collins, 359 Elm St., West Haven, Conn. (658-559)

Top Bred Homers, all colors $6 pair. Turbits, Black Saddle. — Fred Parnoff, 14 Salleyann Dr., Longhill, Conn. (1158)

For Sale. — Fireball Rollers, Birmingham Rollers, Red Carneaux. — H. A. Thompson, Box 418, LeMars, Iowa. (1058-1258)

Show and Utility White Kings, Maltese Giant Homers and Blue Dragoons. — William Malsch, Lake Geneva, Wis. (1058-1258)

Show Turbits, African Owls, Blondinettes, Laced Show Tipplers. — Wm. Palitowski, 114 Eckford St., Brooklyn, N. Y. (958-1158)

All Breeds of Pigeons bought and sold. Canaries, Parakeets, Pet Supplies. — Zigmans Pet Shop, 2722 W. 47th St., Chicago, Ill (258-159)

Rare Birds. One pair Yellow Sheriza Tumblers one pair Blue Check Elbuhlers $15 per pair. — Melvin J. Kern, Algona, Iowa. (1058-1258)

Gazzi and Schiotti Modenas $2 a pair. Rollers, Birmingham and Bellnecks $1.50 a pair. — James Sandwell, 517 W. Third, Hillsboro, Kans. (1058-1258)

Dragoons, Carriers. — Mated pairs. Most colors, odd cocks, Black Belgian, Blue and Black Rosecomb Bantams. — Frank Burke, Lehighton, Pa. (1058-1258)

Archangels, Rollers, Birmingham, Pensom, Bellnecks, Tipplers, Helmets, Toy Tumblers $2 to $3 pair M. J. Krupka, 20250 Vaughan, Detroit, Mich. (958-1158)

Good Type English Carriers, Dragoons, Fantails, in most colors. Young and old birds. — Edward Wagner, 6510 North Teutonia Ave., Milwaukee, Wis. (958-1158)

Five Jacobins $15, four Giant Runts $20, four English Carriers $24, four Frillbacks $7, four Swiss Goldkragens $15. — Bailey Vanzant, Pryor, Okla. (1058-1258)

Racing Homers, 10 birds $12.50, Rollers, 10 birds $12.50, Schiotti and Gazzi Modenas, 10 birds $14.50. — C. A. Thorson, 1018 4th Ave. South, Great Falls, Mont. (1158-159)

Carriers, Runts, Show Kings, French Gros Mondains, best show birds, also few other breeds, no culls, price right. — Peter Andrekus, 7719 South Major, Oaklawn, Ill. (1158-159)

Red, Yellow and Splashed Jacobins. Black fullhead Swallows, Red Saddle Fans and Racing Homers. — John Domm, 4108 Wilbarger, Fort Worth 19, Texas. (1158)

For Sale. Red crested baldhead Tumblers, Solid Yellow Archangels, Red, White Frillbacks, Damascenes Charles S. Wolfinger, 69 Noble St Kutztown Pa. (1158-159)

Suabians, Komorner, Whiteside, Vienna Tumblers, Helmets, 1958 and some breeders. Reasonable, satisfaction guaranteed. — Nick Trbojevic, 607 Market St., McKeesport, Pa (1058-1258)

Dresdener Trumpeters, German Magpie Tumblers, Cleanleg Swallows, Black Frankian Shields, Moorheads, Frillbacks, Ancients. Stamp. — Rossmann, 1729 Treadway, Cleveland, Ohio. (1158-159)

Bohemian Pouters, Red Carneaux, Black Saddle Fantails, Frillbacks, Black Jacobins, Swallows, Black Nuns, Homers, White Saddle and Yellow. — A. Leponis, 2759 Arsenal St., St. Louis 18, Mo. (458-359)

Archangels, Fantails, Helmets, Ice, Magpies, Modenas, Owls, Rollers, Trumpeters, Tumblers, 20 other breeds show stock, reasonable — Edwin Bandlow, 8068 North 107 St., Milwaukee 18, Wis. (958-1158)

For Sale. - One pair Hungarians, two youngsters $7, two pair A.O.C., two pair White French Mondains, show type $5 per pair, one pair squabbing French $4. — Walter Beck, Box 266, Kingsport, Tenn. (958-1158)

Have Giant Runts, French Gros Mondains, Fantails, Bohemian Pouthers, Rollers, Parlor Tumblers, Modenas for sale in pairs and young birds. Two litters A.K.C. registered Basset pups. — Sam Dee, Box 267, Hominy, Okla. (958-1158)

Extra Large Birds, fast breeders nice youngsters, living at 7,000 altitude. Carneaux, (Kings, Show and Utility), Swiss and French Mondains. These are not my culls, I'm selling everything except Runts Fantails Write Forrest Smith, Lakeside, Ariz. (958-1158)

Crowded Sale. — Silver show Kings $6 pair, White show Kings $8 pair, French Gros Mondains $5 pair Racing Homers $4 pair Yellow and White Homers $3 pair, Giant Homers $5.50 pair Birmingham Rollers $3 pair Budapests $3 pair. Crosses for squabbers $2 to $3.50 pair. — Nicosia, 320 North 18th, Waco, Texas. (1058-1258)

SHOW PEN RACERS

Show Pen Racers. — Finest show stock reasonable. — King Lofts, Box 1, Hayward, Calif. (258-159)

Show Pen Racers. — Finest show stock, old mated pairs and 1958 young birds. All colors. — George Hand, Cazenovia, Route 2, N. Y. (1258-259)

Selling Out. — Show Pen Racers going to school, need money. Twenty birds, all seamless banded, no bird over three years old. Showed in National won 1st and 2nd in young cock and 3rd in young hen. Make an offer. — Box 337, Middletown, Calif. (1258)

STARGARD ZITTERHALS

Stargard Zitterhals. — Old German breed. Show and stock birds for sale, $10 a pair and up. — R. Krause, 2101 King St., Laureldale, Pa. (159)

STARLINGS

Quaker Starlings. — Six pairs $36 for the 12. — Melvin J. Kern, Algona, Iowa. (1058-1258)

Black English Starlings. — Youngsters from imported stock, real quality. — George Gargen, 1391 Lake Dr., Okauchee, Wisc. (1258-259)

Black English Starlings. — Youngsters from imported stock, real quality. — George Gargen, 1391 Lake Dr., Okauchee, Wisc. (1058-1258)

STRASSERS

Strassers. — Rare colors, good bloodline. — Lon Vaughn, Box 63, Killeen, Texas. (1158-159)

Red Strassers, 1958 banded pairs, singles. From imported parents. — Clever Smith, 105 North Fell St., Shippensburg, Pa. (1258-259)

SWISS MONDAINES

Mated and Banded pairs $5 pair. Youngsters $2 each. Fast producers of large plump squabs. — Angelo Gentile, Box 834, Gilbert, Minn. (858-159)

TIPPLERS

High Flying Tipplers. — Nice marking $3 pair, two pairs $5. — Avalon Canary Farm, Chester, Md. (1058-959)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Union, N. J. (458-359)

Tipplers, Best, Banded. — Mike DuBuc, 363 Main St., Haverhill, Mass. (1258-259)

High Flying Tipplers. — 1957 & banded $2 pair. — George Herbst, 1211 Mary Ave., Baltimore 6, Md. (1258)

Tipplers. — From fifteen-hour flyers, Macclesfield strain and crosses, beautiful colors including solid Black and Blue. Reasonable prices. — George Bender, 4526 S. Tafman Ave., Chicago 32, Ill. (1157-259)

TRUMPETERS

Trumpeters, English. — [illegible] (1258-259)

Russian Trumpeters. — Reasonable. — Bill Mariner, 7121 Wabash, Kansas City, Mo. (1258)

Trumpeters. — My entire loft of fifty English. Attractive price on lots. — Lester Stephens, Route 2, Wabasha, Minn. (1158-159)

Bokharas (Russians) All Colors. — [illegible] transportation [illegible] way. [illegible]

Bokharas. — A few for disposal, bred right, priced right. No misrepresentation. — Dr. R. S. Zeiger, Route 3, Lebanon, Ohio. (1058-1258)

TUMBLERS

Baldheads and Cleanlegs. — John Falkowski, 38 Vinton St., South Boston, Mass. (158-1258)

Parlor Tumblers. — Single performers, banded. — Paul H. Fisher, 506 E. Wiley St., Marion, Ind. (1058-1258)

English Shortface Tumblers, [illegible] assured. — Henry J. Mulder, 150 Franklin Ave., Wyckoff, N. J. (1258-259)

South German Whitetails. — Bronze on Black, three pair, one odd, $25 for the seven. — Melvin J. Kern, Algona, Iowa. (1058-1258)

English Shortface Tumblers. — Several young and old birds. — Gary Richards, 131 Mayberry Ave., Hyde Park, Reading, Pa. (1258-259)

Sell. — Good performing Parlor Tumblers in most colors. Trade for few Jacobins. — Ivan Randles, Raymond, Kans. (1158-159)

Tumblers. — Whiteside Cleanleg, seven pairs, one odd cock, some 1958 banded $65 for the works. — Melvin J. Kern, Algona, Iowa. (1058-1258)

Red Clean Leg Self Tumblers, bred from leading blood lines. Satisfaction guaranteed.—Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (758-1258)

Exhibition Komorner Tumblers. — Crested, Magpie marked, all colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (1058-1258)

Baldhead Tumblers, modern type, in all colors. Have not shown of late but quality maintained as before. — P. Wannemacher, Amityville, Long Island. (258-159)

Komorner Tumblers. — Four Silvers, two Reds and six Blacks, $10 a pair. Six pairs $15. Good birds, must sell. — Allan J. Harris, 604 Oak Lane, Willmar, Minn. (1258-259)

Quality Budapests. — Good square heads and good type and eyes. Some show specimens. All Vienna Helstroched. High flyers, reasonable. — A. Rauschenberg, 529 Barrow Blvd., Grays Lake, Ill. (1058-1258)

TURBITS

Turbits. — Blacks, Duns and Blues kept birds occasionally for sale. — [illegible] 19 South Munn Ave., Newark, N. J. (1258-259)

American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3, Juniors $2. — G. J. Kleinpell, Sec.-Treas., 4799 Pearl Rd., Cleveland 9, Ohio. (858-359)

VARIOUS BREEDS

Doves, Pouters, Rollers, Parlor Tumblers. — Wayne Lewis, Marion, Ala. (758-659)

Fantails, Racing Homers, Rollers. Guaranteed. — Unger, Corn, Okla. (1158-159)

Kings, Homers, Carneaux, Fantails 75¢ and up. — John Thatcher, 341 Dittmer, Pueblo, Colo. (1058-1258)

Thirty Varieties, Quality Birds. — Reasonable. — G. & S. Pigeon Lofts, Box 22, Scatonville, Ill. (1058-1258)

Bohemian Pouters, Red Carneaux, Black Saddle Fantails, Frillbacks, Black Jacobins, Swallows, Black Nuns, Homers, White Saddle and Yellow. — A. Leponis, 2759 Arsenal St., St. Louis 18, Mo. (458-359)

Giant Homers and Mondaines $3.50 to $5 pair. Stamp for reply. — E. J. Leitti, Box 595, Ladd, Ill. (1058-1258)

Pensom Rollers, Parlor Tumblers. — Quality stock. — Thornton's, 2925 Oracle Rd., Tucson, Ariz. (1058-1258)

For Sale. — Fantails, Rollers, Pouters, Racing and Giant Homers. — Richard Gladsack, St. James, Minn. (1258-259)

Moorheads, Turbits, Helmets, Saddle Homers, Carriers.—Thomas Collins, 359 Elm St., West Haven, Conn. (658-559)

Closing Out. — Fantails, Racing Homers, Rollers, Trumpeters. Satisfaction guaranteed. — Unger, Corn, Okla. (1258-259)

For Sale. — Fireball Rollers, Birmingham Rollers, Red Carneaux. — H. A. Thompson, Box 418, LeMars, Iowa. (1058-1258)

Show and Utility White Kings. Maltese Giant Homers and Blue Dragoons. — William Malsch, Lake Geneva, Wis. (1058-1258)

All Breeds of Pigeons bought and sold. Canaries, Parakeets, Pet **Supplies. — Zigmans Pet Shop, 2722 W. 47th St., Chicago, Ill.** (258-159)

Producers of Quality Squabs. White and Silver Kings, Swiss Mondaines, Auto-Sexed Homers. — Pierce Trout, Jr., Conway, S. C. (1258-1159)

Rare Birds. — One pair Yellow Sheriza Tumblers, one pair Blue Check Elcbubblers $15 per pair. — Melvin J. Kern, Algona, Iowa. (1058-1258)

Special. — Six Russian Trumpeters $10. Two pairs Nuns $7, pair Bluettes $3.50. Jermon Pouters, 90 Fantails $1.50 to $3. — Walter Howard, Woodruff, Wis. (1258-259)

Fifty Pairs Racing Homers $1.75 [illegible] 50 pairs Rollers $1.50 a pair, 50 Giant Homers $3.50 a pair, 10 pairs Silver Kings $4.50 a pair. — Ira Jones, 724 Jewell, Danville, Ill. (1258)

Selling Out my entire stud of [illegible] and Fantails in Whites, Blues, Blacks and Reds. — Lloyd F. Weichel, [illegible] 6th St., Port Huron, Mich. (1258-259)

Gazzi and Schietti Modenas $2 a pair. Rollers, Birmingham and Bellnecks $1.50 a pair. — James Sandwell, 517 W. Third, Hillsboro, Kans. (1058-1258)

For Sale. — Gurnon Stocker Necks, Ice birds, Yellow angels, Fantails, Doms, Red Fantails, Shields. — Harry Crouch, 21 N. Second St., Hamburg, Pa. (1258)

Dragoons, Carriers. — Mated pairs. Most colors, odd cocks, Black Belgian, Blue and Black Rosecomb Bantams. — Frank Burke, Lehighton, Pa. (1058-1258)

Five Jacobins $15, four Giant Runts $20, four English Carriers $24, four Frillbacks $7, four Swiss Goldkragens $15. — Bailey Vanzant, Pryor, Okla. (1058-1258)

French Gros Mondains, [illegible] $7 [illegible] Blue Kings, [illegible] Silver [illegible] Show type, [illegible] Jack [illegible], Newark, [illegible] (1258)

Racing Homers, 10 birds $12.50. Rollers, 10 birds $12.50. Schietti and Gazzi Modenas, 10 birds $14.50. — C. A. Thorson, 1018 4th Ave. South, Great Falls, Mont. (1158-159)

Young Birds $1 each. [illegible] (1258-259)

Carriers, Runts, Show Kings. French Gros Mondains, best show birds. Also few other breeds. [illegible] Peter Mel[illegible]kus, [illegible] Maple, Oakwood, Ill. (1158-159)

For Sale. — Red crested [illegible] Tumblers, solid Yellow [illegible], Red, White Frillbacks, [illegible]. — Charles S. Wolfinger, 69 [illegible] St., Kutztown, Pa. (1158-159)

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Types and Strains In Flying Tipplers

Brief History of the Various Types and Strains—Sheffield Type Especially Adapted For Being on the Wing Long Periods of Time

By WILLIAM G. HOFFMAN, Publicity Director Flying Tippler Ass'n. of America

(Note by Editor. — This is the second installment of a series of articles on "Types and Strains of Flying Tipplers" by Mr. Hoffman, an outstanding authority on Flying Tipplers. The first installment was published in the August issue, Page 244.)

The old Macclesfield Tippler is universally accepted as having been the forebearer of all the diverse types now found throughout the pigeon world, including the numerous long time competition types, the Show Tippler and the Exhibition Flying Tippler. It reached the peak of its popularity in the form already described in the first part of this article; a small bird with broad shoulders, lowset on leg, very small feet, pearl eye, dark cere and black beak. Its chief set of markings consisted of print, chuck, greasy and grizzle. It is very doubtful whether any pigeon alive today possesses all of the characteristics of the old Macc. The short legs and small feet are seldom seen today, the pearl eye is seen even less frequently, and the dark cere is almost as rare as small feet. Ofield, in 1930, wrote that the pure old Macclesfield type was almost extinct in Engand at that time, and evidently the few that survived were largely in the hands of a few old sentimentalists.

Except for passing mention, little has been written concerning other early types such as the Leek, Potteries, Congleton and Burslem birds. There is no room for doubt but that all of these were direct offshoots of the Maccs, and apparently very similar in general type. Ofield writes of the Congleton and Burslem Tipplers as being wonderful highflyers but so lightly built that they could not stand flying in rough weather. In later years these birds were crossed with the non-tumbling Tumbler by fanciers in many sections of England, and the cross resulted in more ruggedly built birds and greatly increased the powers of endurance.

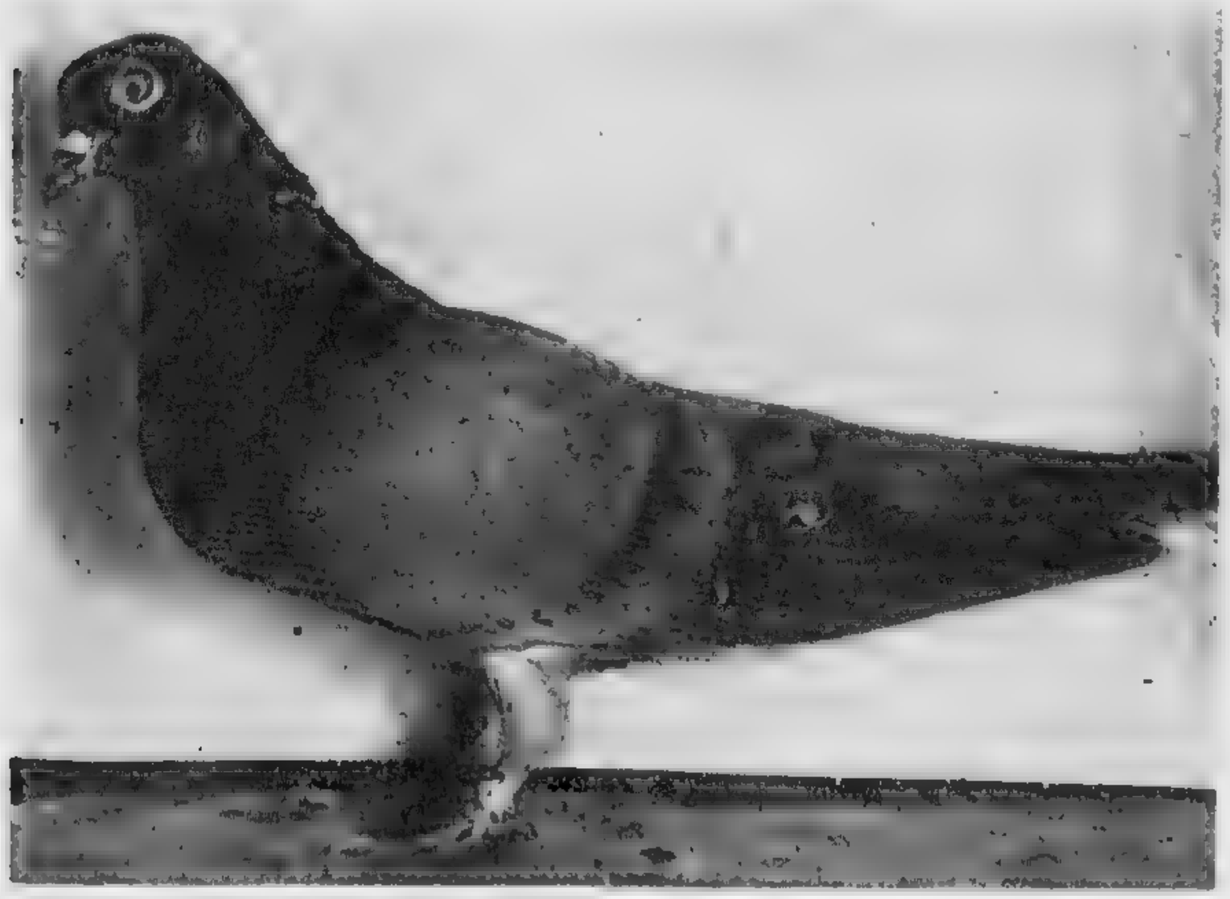
Another Tippler, undoubtedly sprung from the old Macc, and which, itself, later on played a leading part in the development of still another type, was the Lincoln or Lincoln Crazy breed. They are described by Ofield as being chiefly blues and silvers. In their style of flying they were unique, possessing a wing action entirely of their own. It is said that to watch them in flight, one might well imagine their wings to be made of India rubber. Like the Congleton and Burslem birds, the Lincolns were suitable only for fair weather flying. Some of the strains of Lincolns are said to have been quite tiny in size. Around the year 1900 many of them were purchased by the Sheffield fanciers for crossing purposes and most likely were used in the development of the Sheffield type.

The Leicester Tippler probably came into being during the early 1880's. Ofield records that the Maccs were unknown in the Midlands until around 1875 when some of the old Jolley Strain were brought into Nottinghamshire. Prior to their advent, the Nottingham fanciers flew Tumblers, and like present day fanciers, they were anxious to fly longer times but had not the class of pigeon with which to do so. The high flying Tumblers of the late George Smith of Nottingham were capable of flying five to six hours at a stretch, but with so much tumbling that it knocked all the energy out of them. However, through the progressive culling out of the heaviest workers, the Nottingham men finally developed a flying Tumbler that was capable of flying eleven to twelve hours without a single turn. Against the Tumblers, in flying competitions, the short-legged, broad-flighted Jolley Maccs could not make too good a showing endurance-wise. However, eventually the two breeds were crossed and thus, another branch of the Tippler family was founded.

While the flying sport was gaining in popularity among the fanciers in Nottingham, it was also prospering in the City of Leicester. Here, as in Nottingham, Tumblers were the thing up until the late 1870's when some of the Jolleys and Macclesfield-Tumbler crosses began making their appearance. Around the year 1896 many exchanges of birds took place between the fanciers of Nottingham and Leicester, and although from that point onward, the popularity of the old Tumbler began to wane, the foundations of many 17-hour strains had already been established by such eminent flyers as Messrs. Beechy, Bindley, Holland, Ross and others

Presumably the Nottingham and Leicester types were quite similar, if not identical, their chief difference being found in the varying percentages of Tippler and Tumbler bloodlines. The Leicester Tippler is described by Ofield as being: "A handsome variety of big, strong birds—chiefly light ones, with dark neck markings down to the chest, and have, for many years, shown their long enduring qualities for competition flying. They fly at a good height, with good raking tendencies. A bird, I would say, with the combination of the old Macc and the present Sheffielder."

The Sheffield Tippler is a pigeon that would appeal to every fancier—particularly those whose judgment of a Tippler is based on such things as type, markings and style of flight. But the Sheffielder was never bred for any of these qualities; it's chief stock in trade being what the flying fraternity refers to as "guts", a feather structure that seems more water repellent than that of any other pigeon, a physique that enables it to remain on the wing for fantastically long periods of time, a voracious appetite through which it can be controlled



Sheffield Type Flying Tippler

The Sheffield Type Flying Tippler shows more profile in head shape. Note the tight feather and alertness of eye. This bird is a blue hen bred by the late Sam B. ngham of Sheffield, England and owned by John Vanderwel of Ijmlden, Holland —Photo from Wm. G. Hoffman, M.

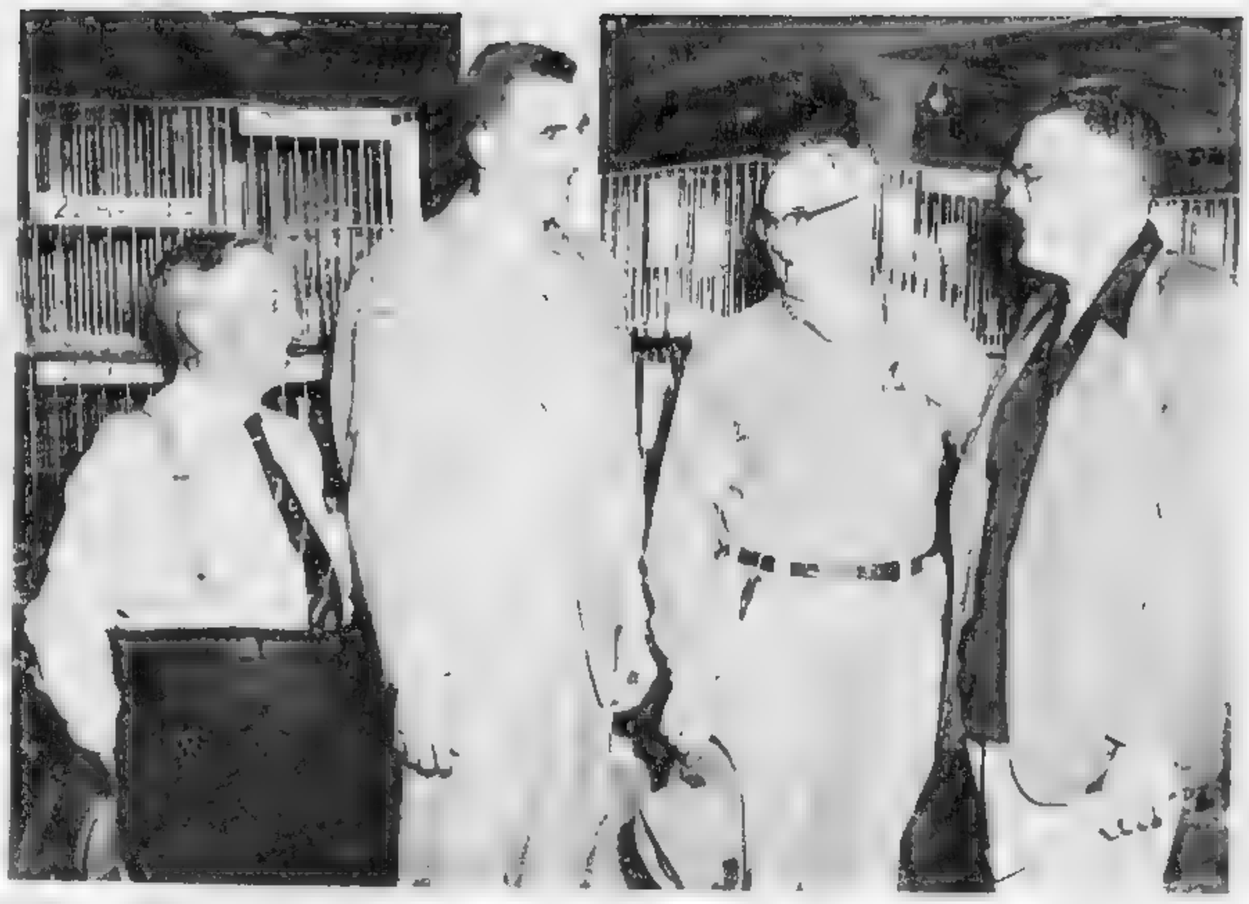
12/1958

well into the last glimmer of daylight, and a constitution that allows it to be brought up from a physical condition of abject poverty to a state of hard, vigorous fittness with but a few days of rest and nourishing food. A bird possessing these qualities is required if a reasonably good showing is to be made in the stiff British flying competitions when sometimes several hundred kits are all striving for the honor of turning in the longest time.

In appearance, the Sheffield bird is what many would term: "un-Tippler-like". It is a relatively small pigeon, shallow keeled, somewhat more narrow across the shoulders than the old Macc type, and inclined to snipyness in the face. All considered, they are not an unattractive pigeon, but they just don't fit the popular conception of ."Tippler type". It is believed by many British fanciers that the West of England Flying Tumbler and the oldtime Flying Cumulet were crossed with the old Maccs and Lincoln Crazies to create the Sheffields. It is a bird of many colors and occurs in black, blue, gray, red, yellow, dun, red-dun and bronze. It is mainly a self-colored bird but badges, checquers and white flighted specimens are not unknown in this breed.

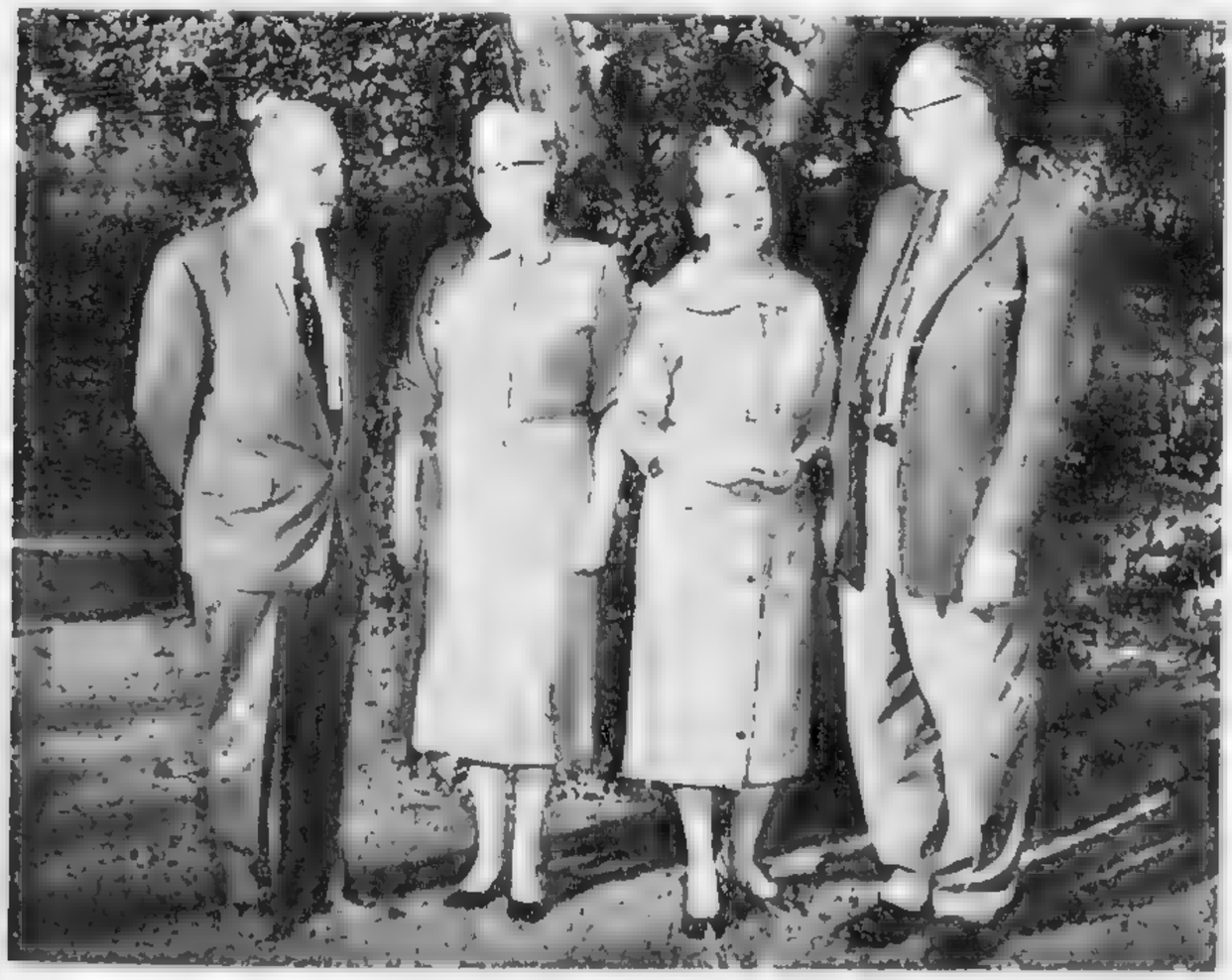
The flying style of the Sheffield cannot be compared favorably with that of some of the old high flying types already mentioned or with that of the Manchester duns. Although there are a few American fanciers who like the flying style of the Billingham blacks, I have yet to read of an English writer who has found anything admirable in the flying of the Sheffield bird. It's style has been variously described as: "businesslike", "not pretty to behold" and "chimney scraping". My old friend, Jim Broster of Philadelphia, who left England shortly after the Sheffielder made its first appearance in the early 1900's wrote me that he along with several other fanciers from Hanley journeyed to Sheffield one Whit Monday for the express purpose of seeing "these new birds fly". Jim being an ardent admirer of the older types that flew high and with a butterfly wing movement, apparently was not favorably impressed. He writes: "Oh, they flew a long time alright, but their flight was jerky, and they hardly ever went up"

I've heard more than one present day fancier exclaim: "Why on earth did the Englishmen ever ruin a beautiful breed like the old Tippler and create birds such as the Sheffield and other later types?" I guess one might well question the motives of the Belgians for ruining the Smerle by creating the present day Homing pigeon. In both instances the ultimate goal has been performance above all else. If greater endurance or greater speed could be achieved through a Fantail or Jacobin cross, I'm sure the best long time flyers and best racers today would have the blood of these breeds coursing through their veins



Salt Lake City Fanciers at the Pageant of Pigeons

The Pageant of Pigeons Show held at Glendale, Calif. Nov. 20-23 was well attended by pigeon fanciers. Shown above is the delegation from Salt Lake City, Utah. Left to right: H. J. Grether, breeder of Kings and Fantails and Secretary of the Utah Pigeon Club; Delos Beckstead, Tumbler breeder; E. E. Scott, breeder of Barbs and Tumblers, and Ted Smith breeder of Clean Leg Tumblers and Mookees. —Photo by Gordon L. Allemand, Calif.



On the Lawn of the Don H. Andrews Estate

While at the Pageant of Pigeons Show [illegible] Nov. 20-23, [illegible] Editor and his wife had the pleasure of being [illegible] guests of Mr. and Mrs. Don H. Andrews. Above picture was taken on the [illegible] Don H. Andrews estate at Encino, Calif. Left to right: Don H. Andrews, [illegible] Frank H. Hollmann, Mrs. Don H. Andrews and Frank H. Hollmann. Photo by [illegible] Allemand, Calif.

Central Fantail Club Annual Meet

By Eugene Altpeter, Jr.

Once again the time is drawing near when all Fantail fanciers of the U.S. will exhibit the results of their past breeding season. This time the Central Fantail Club will [illegible] annual meet in the "baseball [illegible] the world," in conjunction with the [illegible] pigeon show in our [illegible] the National Pigeon Show, [illegible] January 14-18. The judging will be done by the very capable and experienced Karl Ott

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A Comparison of Tippler & Homer Flying

By WILLIAM G. HOFFMAN, Publicity Director Flying Tippler Ass'n. of America

Since my initial article on types and strains in Flying Tipplers appeared in the August issue, I have received a number of letters from readers who are interested in this grand old breed, but who in seveal cases admittedly are entirely unfamiliar with anything related to Tipplers. One such writer says he has never kept flying birds of any sort and now thinks he would like to do so. He wants to know how the Tippler flying sport differs from that of the Homing or Racing pigeon.

Well, except for the case of a flying group on Long Island who, so I understand, train and fly their Tipplers in much the same manner as Homers are handled, there is no similarity at all between the racing and long time flying sports.

I am not thoroughly conversant with all the details of racing, but I think the sport is conducted, roughly, along these lines: Racing pigeons belonging to several different owners are shipped to a distant point where they are released and allowed to fly home. The exact distances betwetn the release point and the lofts of the competing flyers have been determined beforehand, and the winning bird is that which covers the greatest distance in the shortest period of time. Each competing bird wears, in addition to its regular club ring, a thin latex countermark band on its leg, this having been applied prior to shipment from the club. Upon the bird's return to its home loft, the countermark is removed and placed in a special timing device which records the time of the pigeon's arrival by stamping the time on the countermark band. Each competing flyer must have his own clock, and these together with the countermark bands inside them are later taken to the club and the race committee determines the various winners. That just about sums up my knowledge of how the racing sport is conducted.

Tippler flying and the racing sport have only one thing in common, and that is, both require pigeons that have been well trained and conditioned to the peak of perfection, if worthwhile results are to be obtained. The training and conditioning of a kit of Tipplers for a competition that will be flown on a predetermined date is, in itself, a very precise and interesting matter, of which I hope to write a few lines at some future time.

Although in the racing or homing sport the basic competitive unit is the individual bird, in Tippler competition the basic unit is the kit. The kit can comprise anywhere from three to twenty Tipplers—usually three; seldom more than five. These birds must fly according to the accepted rules of the sport, and the violation of any one rule by even a single bird results in the disqualification of the entire kit.

On the day of competition, the kits of the several competitors are released at an appointed time and in the presence of a neutral party known as the timer or referee, whose responsibility it is to see that the kit's performance is in strict conformity with the rules. Band numbers and exact time of release are noted by the timer on his report sheet or card which is later turned in to the club. Since it is quite natural for many Tipplers to rise to a great height following release and to remain invisible to he watchers on the ground for a period of two hours or longer, the rules take this trait into account and allow the kit to be out of the referee's sight for the first two and one half hours of the fly

If the kit starts at precisely 6 a.m. and goes out of sight five minutes later, that means the owner has until 8:30 a.m. for his birds to reappear or else suffer disqualification. Should they reappear and then vanish from sight again at say 8 a.m., he has only the remainder of the first two and one half hours—or until 8:30 a.m.—for them to remain out of sight. After the first two and one half hours, the kit must be seen at least once during every hour throughout the remainder of the fly. This applies to individual birds as well as the kit as a unit. Occasionally a kit will be split up into three singles or a single and a pair. Some times this occurs for no apparent reason, other times by a strange pigeon trying to kit in with them, or again by a low flying aeroplane—a hazard quite common in my own neighborhood. When a split occurs, the timer must be able to see every bird during the hour just as though they still held the kit formation. One bird away over the hour limit causes the disqualification of those remaining in sight.

At the conclusion of the fly, all birds forming the kit must enter the loft and their ring numbers are checked against those noted by the timer at the outset. If the owner has been forunate enough to have his kit remain on the wing from early morning until dusk, he might find it to be a bit of a chore to drop the birds within his boundary and get them inside the lott. seems that the longer a Tippler flys, the more nervous he becomes as darkness approaches, and it is here that good training methods pay off.

The winner of a Tippler competition is the kit that remains longest on the wing without breaking any of the flying rules and is properly checked off by the timer. Sometimes a fancier will fly a perfect contest without a single violation, his kit flying a longer time than the kits of his competitors, but upon dropping,one of his birds will bolt off into the darkness and thus cannot be checked in. In a case of this sort, the winner then will be the fancier whose kit flew the next longest time without violations of the rules and was properly checked in by the timer

(To be continued next month.)

Pleasant Moments With Pigeons

By PAUL J. NELSON

It has been my pleasure, since writing a few articles for this publication, to come in contact with many people with a genuine interest in this wonderful "business" of pigeon raising. Many of these personalities have been Juniors and all seemed to have a genuine interest in the hobby. To these Juniors I'd like to convey, along with my sincere thanks, a wish: I hope that the enthusiasm you have expressed in your many letters will forever be a part of your daily tasks . . . The pigeon, the hobby, and the persons so engaged need these younger people to fill in when we are gone

Some of the people writing were not Juniors, but were beginners and wrote me for advice and assistance in several phases of the hobby. One of the most outstanding correspondents that is vividly brought to mind is Malcolm Nugent of Tell City, Ind. My first contact with "Mac" was through this publication (APJ), he had an ad in the December '56 issue asking for a few letters from interested persons, and was seeking some help to enter into the "ranks". I wrote Mac, and through our ensuing correspondences, became the (I hope) best of friends, although we have never formally met. Mac started out with a few pairs of Kings that he acquired from one of the better King breeders in the country by the name of Mays, but recently his interest shifted to Rollers. If Paul Vaughn is "looking in", please note: This Nugent fellow from all indications in recent letters, is going to set the "flying world" on fire. Mac's situation in his home town is not to be envied because of the lack of breeders located there, but his personal enthusiasm more than makes up for it. "Keep 'em Flying, Mac".

Another new-comer with almost the same story as above is Homer Wright of Ulysses, Kans. Although Homer is not, at the present time, a "flier", he has some pretty good plans laid for the coming show season.

From across the oceans, I've received inquiries for birds, and just plain general information. Raymond Apana, Jr., of Honolulu, Hawaii seems to be an up and coming Junior that will put Hawaii in the show reports with his Modenas. Those fellows in the Islands really know their birds, and want nothing but the best. From British New Guiana, I've been

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Organizations

Flying Tippler Association News

By WILLIAM G. HOFFMAN, Publicity Director

At the time my last contribution to these pages was sent in I was still wearing the hat marked: "President", a hat I had worn for nearly fourteen years—much too long! My old hat has now been turned over to Sal Fatta of Pearl River, N. Y. and I have this new top piece marked: "Publicity Director" which I have tentatively tried on, but am not yet sure if it fits. In reading the directions that come with the hat, I find myself wondering whether it will ever fit perfectly—they say that the wearer is supposed to stimulate interest in the Flying Tippler pigeon by writing all sorts of informative stuff about the bird, telling the readers of A.P.J. about it's many virtues as a high-flyer, long-time competitive flyer and show bird. He is also expected to inform the reading public that the breed does have a club sponsoring it even though the latter has not been too much in evidence during its nearly twenty years of existence, and to keep the readers posted on the doings of the organization. The idea behind all of this, of course, is to get more fanciers interested in the Tippler and then con them into being members of the F.T.A. where, it is hoped, they will become so intrigued with the activities of the club that they will simply knock themselves out trying to do everything possible toward making the Tippler more and more popular, and the F.T.A. more and more effective.

So much for the jokes! The state of the Tippler fancy here in America is no joking matter. I don't believe there is another breed in being that has so large a turnover in fanciers as has the Tippler, nor do I believe anyother pigeon has been so shabbily prostituted by the hucksters. I know from personal experience that the Tippler fancier who, after his second breeding season, can say that he still keeps the same strain he started with, is a rarity. Many would-be novices simply clear out their loft when they find their youngsters show little or no inclination to fly as a Tippler should, and immediately take up some other breed. Or perhaps they obtain what they think are very handsome birds only to have a judge tell them later on that they are not Tipplers at all, but some sort of crossbreed. A New York fancier told me a few years ago that he had been sold "Tipplers" that obviously were out of a Starling or Suabian cross! During the time I've been a subscriber to the various pigeon magazines I have advertised such rarieties as: White Bar Tipplers, Gold Bar Tipplers, Budi Tipplers, Crested Tipplers, Shortface Tipplers and, most recently: Ribbontail Tipplers. The white and gold barred birds turned out to be Prague Tumblers and the Budi birds were nothing more than a cross of Tippler to Budapest Tumbler. What the others were, only their creators know. Tipplers have been advertised and sold by people whose only interest in the breed has been the fact that they will fetch from three to five bucks a pair on the national market—a rather tidy profit when you consider the fact that the birds were bought in local bird stores for the price of forty or fifty cents each! Not even the cost of feed to be bothered about since the orders were filled directly from the store cages and carried immediately to the express depot.

Well, the foregoing is hardly the sort of informative stuff I am supposed to be writing and it probably is of doubtful value as publicity for the breed. I only hope that all fanciers who have a genuine interest in the Tippler will make certain that the birds they sell are worth selling. Tipplers are just about the easiest pigeon to raise. They are quite prolific and are good parents. But not every egg that hatches will develop into a good Tippler. No matter how reputable the source of the foundation stock, there will always be some young that will not be up to par. These should be "culled", not sold off to some beginner for breeding stock. Sell birds with the idea of making new fanciers for the breed, and not for the mere sake of getting rid of something you don't want.

The Flying Tippler Association having recently added it's name to the rapidly growing list of clubs affiliated with the National Pigeon Association, hereby announces that its annual meet will be held in conjunction with the Grand National Show at Milwaukee next January. All Tippler fanciers are invited to send an entry. Our prizes are open to all—F.T.A. members and non-members alike. At the last National Show at Stockton, the breed was represented by only three Tipplers. The owner of these birds is to be commended on his individualism and interest, but a three-bird entry—no matter what the breed—at the greatest show in the country is not something of which fanciers of that breed can be proud. Let's see if we can not make up for last year's laxness by having a bigger turnout of Tipplers at Milwaukee than has ever been seen at a National in the past.

In our series of three old bird competitions last spring the winning times were as follows: Apr. 13, S. Fatta, 10.10; Aug. 27, R. Marshall, 8.50; May 11 H. Luedemann, 7.15. Fatta wins the cup for best old bird time with his 10 hours and 10 minutes and Marshall wins the aggregate cup with a total of 21 hours 27 minutes for the three flys. Young bird results were: May 25, Marshall, 10.16; June 8, Luedemann, 9.55; June 22, Lagos, 8.50. Marshall takes the young bird cup with his 10.16 and the aggregate cup as well with a total of 24 hours, 16 minutes for three flys. Bob is the first member ever to capture both aggregate cups in the same year. Tom Lagos, a newcomer to the sport, made a very encouraging beginning last summer with young bird times of: 8.32, 4.45 and 8.50. On this last fly his kit was on the wing for 9.15 actual flying time. However, it took his birds fifteen minutes to drop after he released his first dropper at 4 p. m., and by the rules, time is taken when the dropper goes out—not when the birds land. With a little more experience, Tom, in his more northerly situation should be heard from in the future.

A cordial welcome to the following fanciers who have joined our ranks during the past months: Bill Brodesser Penns Grove, N. J.; Jack Bruchman, Highland, Ind.; Val "Red" DuBuc, Holyoke, Mass.; H. R. Beirne & Son, Lynchburg, Va.; Percy Hagan, Travellers Rest S. C.; Harry Hansen, Cedar Crest, N. M. and Frank Ripple, Berkeley Heights, N. J. If you are interested in seeing the Flying Tippler attain a place of greater prominence and respectability in the American fancy, You, too, are welcome and invited to join the F.T.A. and lend your support by writing the Secretary: Robert B. Funk, 933 East 20th St., Hialeah, Fla. The membership fee is three dollars annually.

Pacific Fantail Ass'n. Yg. Bird Show

By Lud J. Brown, Sec.-Treas.

The Pacific Fantail Association gathered at Lennox Park in Lennox, Calif. on Sunday, Sept. 28 for our Young Bird Show. The building was opened up shortly after 9:00 a. m. by Bill Quinlan who helped me set up the show and take in down, with the aid of some other fellows. Of course, Bill was responsible for obtaining the

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Turbit Loft of James G. Muir

When pigeons are kept in a modern, attractive well painted loft such as this [illegible] brought others [illegible] adverse [illegible] This [illegible] is owned by James G. Muir [illegible] Turbit breeder of Pigewood [illegible]

A Comparison of Tippler & Homer Flying

By WILLIAM G. HOFFMAN, Publicity Director Flying Tippler Ass'n. of America

(Note by Editor: This is the second installment of the series of articles entitled "A Comparison of Tippler and Homer Flying," by Mr. Hoffman, an outstanding authority on Flying Tipplers. This first installment was published in the December issue, page 378.)

In the matter training, too, there is a vast difference between the Homer and Tippler flying sports. Whereas the former requires transporting to points of varying distances to be properly trained, with Tipplers the entire training process as well as the competition to follow takes place at the home loft. The Tippler trainer, once his kit of youngsters is throughly stayed or settled to the loft and the birds know what is expected of them, can relax and enjoy watching them on their workouts, or he can utilize the time to good advantage in keeping up with his gardening chores. But the Homer man, unless he has someone else handle [illegible] tossing tosses for him, spends a [illegible] amount of time driving [illegible] rather doubtful source of pleasure [illegible] days and sees very little of his [illegible] flight since they are [illegible] outside the loft by the time he [illegible] [illegible] expect [illegible] [illegible] may be Homers, Rollers or Tipplers— and the longer and higher they fly, the better. My only criticism of the racing sport is that most of the actual flying performance must be left to the imagination of the fancier who witnesses only the closing seconds or minutes of the bird's race. But even the most prejudiced Roller or Tippler man, if he has ever witnessed it, must agree that there is a tremendous thrill in seeing a Homer, after hours of suspenseful waiting by the watcher, heave into sight as a tiny speck in the sky, growing larger with each beat of its wings, finally to all but stop in mid-air above its loft, then drop like an arrow to the lighting board and enter the trap without a second's hesitation. Truly a thrilling thing to witness, but never the less, a sight that takes only a few seconds longer to behold than to write about. But then, I don't recall [illegible] anyone has ever claimed the [illegible] game to be a spectator's sport. Everyone to his own fancy.

Tippler flying, though regarded by some who are unfamiliar with its sporting ramifications, as a rather dull and monotonous game, is not at all without its thrills and moments of tension. Even those of us in this country [illegible] more often than not on the minus side of the clock, find things pretty tense when our kits are nearing the eight, nine or ten hour mark and we see them pass above the loft with their heads moving from side to side, looking for the droppers. They are beginning to tire. How well have we trained them? Will they drop the next time around, or will they go on to the next hour mark? Now they seem to be going up higher again! Will this be the day they fly the clock around? No, I guess not, here they come much lower again. Wonder if they will hang on and wait for the droppers a bit longer? Great Scott! Is that grizzle lowering his landing [illegible] pass above 'ones' TV antenna? Out with the droppers! They've had it for this day!

Wilf Lovatt of Ha[illegible] England, [illegible] kit last year br[illegible] World Record by [illegible] hours and [illegible] minutes, when [illegible] he dropped [illegible] allow[illegible] to go [illegible] 20 hour mark, [illegible] "I could stand [illegible] I'm sure I was in [illegible] the birds." At [illegible] old bird comp[illegible] under almost unbelievably foul weather conditions—rain, sleet, and wind [illegible] proportions [illegible] which Homer races would [illegible] be held over. Yet, [illegible] ter how foul the el[illegible] manage to turn [illegible] times. One reporter who w[illegible] kit go over 16 hours [illegible]

WM. G. HOFFMAN AND HIS [illegible]

Picture shows William G. [illegible] of Baltimore, Md., with his [illegible] Flying Tippler, old [illegible] time of 13 hours and 27 min[illegible] 13, 1951, thereby setting a [illegible] record. "Last year," writes Mr. [illegible] "I had good fortune [illegible] birds for 13 hours and 58 min[illegible] using the [illegible] and giving me the [illegible] old and young bird records within the Flying Tippler Association. Photo from Wm. G. Hoffman. M[illegible]

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weather conditions, wrote in "Pigeons and Pigeon World": "Racing pigeons cannot hold a candle to such birds! For sheer guts they can be compared only with bull dogs and fighting cocks."

One final point in which there is to be found a big difference between Homers and Tipplers is the financial angle. It is no secret that many of the homing fanciers, particularly the younger men with growing families and very slowly shrinking mortgages, are finding the racing sport too expensive for their income. Some of the increased expenses are due to our inflated economy. But others are due to what seems to be deliberate efforts on the part of some clubs to make the racing game expensive by requiring members to post collateral as a guarantee that they will participate in a given number of races. If the fancier loses all of his flying team and cannot participate, he forfeits his collateral. While participation in the pools is not mandatory, many racing fanciers find themselves in rather cool circumstances when they avoid participation. Whether this is true in all clubs, I would not know.

Automobile operating costs, training clocks and loft surveys are items that play no part in the Tippler flying sport, and the Tippler, being a much smaller pigeon, consumes considerably less food in a year than does a Homer. But while it is true that Tippler flying is easier on the pocketbook than the racing sport, it is also true that the rewards are fewer and of little monetary consideration. The Homer flyer, if he has a successful year, can more than recoup his expenses, but this is not true in the case of the Tippler flyer. At best, the latter, if he is an American, can win a few inexpensive cups and nothing more. If he is a Canadian, an Englishman or Welshman the cups will be of real silver instead of sun-ray metal, and perhaps a medal and a modest sum of cash will be added to his bounty. The real reward in Tippler flying is not something that can be

(Continued on page 25.)

Another View of Muir's Turbit Loft

This loft houses the Turbits bred by James G. Muir of Inglewood, Calif. It was designed to be in keeping with the attached and surrounding structures. The loft is equipped with electric lights, automatic [illegible] fountains, grain bins and sanitary feed and grit containers. Construction is of redwood and it is painted a gleaming white.

An Attractive Loft for Turbits

By JAMES G. MUIR

The Fairview Turbit Loft in Inglewood, Calif. is a semi-modern structure covering 300 square feet. The "L" shaped floor plan was used and provides a convenient layout for aisle space leading to three separate pens.

The loft is constructed of redwood and is painted a gleaming white. The foundation and floor of this loft [illegible] concrete. Green asbestos shingles adorn the roof.

This attractive loft was designed to be in keeping with its attached and surrounding structures. This [illegible] was specially important to comply with building codes of the [illegible] from [illegible] neighbors.

[illegible] experts would not prove to be a nuisance. This consideration has paid dividends and was evident during August 1957 when the Fairview Turbit Loft and the outstanding Turbits [illegible] with the new owner were [illegible] considerable publicity in many Southern California daily newspapers, and including the Los Angeles Times, Mirror News, Examiner, Inglewood News and many others.

The Fairview Turbit Loft is a small but very successful loft and annually produces 80 to 100 very high quality birds. With 12 to 15 pairs of Turbit breeders and 15 to 20 pairs of feeder [illegible] this loft consistently produces some of the best Turbits in America.

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Greater Chicago Comb. & Center News

(Continued from page 11.)

It is with deep regret that we announce the death of Walter (Red) Perkins of 2251 So. Whipple Street, Chicago, who passed on after a long illness. To his wife and bereaved family we extend our profound sympathy. Preceding him in death by a couple of weeks, we lost another friend, Elmer Wallenbreg, who died suddenly of a heart attack, and I have just been informed that Tony Kudy of Bungalow Loft fame passed away over the week-end also of a heart attack. He was 44 years old, a bachelor and never had a sick day in his life. To his family we also extend our deepest sympathy.

Nat'l Modena Club 7th District Meet

(Continued from page 12.)

Schietti Old Hen, 4549, Best Old Modena went to Lionel Almeida on Blu Gazzi Old Hen, 26563. Best Yellow Schietti to Daniel Tom on Old Hen, 9729. Best Bronze Gazzi, Daniel Tom Young hen 3014. Best Modena shown by Junior Exhibitor, Luther Yam on Blue Gazzi Young Hen 3401. Best Modena shown by Novice exhibitor, Kenneth Oda, Yellow Schietti Young Hen 3361. Best Display Mondenas to Daniel Tom.

The show was judged by the following members: Henry Tom, all old Modenas; and Clarence Lee, all young Modenas and all Specials.

The officers of the Hawaii Modena Club are: President, Edward Ulmer; Vice-President, Lionel Almeida; Secretary-Treasurer, Daniel Tom; Directors, Adolph DeJesus, Donald Takenaka and Theodoe Tokunaga.

Comparison of Tipplers and Homers

(Continued from page 6.)

measured in terms of dollars and cents or pounds, shillings and pence; the real reward is the satisfaction one experiences when his kit flys a remarkable time, and the knowledge that without the patient care and training they received, the birds would probably have not flown half as long as they did.

If, in presenting these comparisons between Tippler flying and the homing sport, I have created the impression of intolerance or hostility toward the latter, it has not been my intention to do so. I have the greatest respect and admiration for the gallant Homing pigeon and I can count many friends among its devotees. Many of these friends have already told me that I, or anyone else who fools with Tipplers or Rollers, are nuts. So I guess the score is even.

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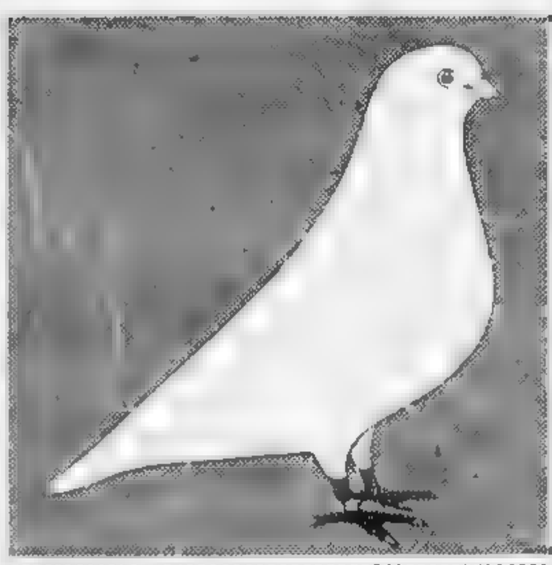

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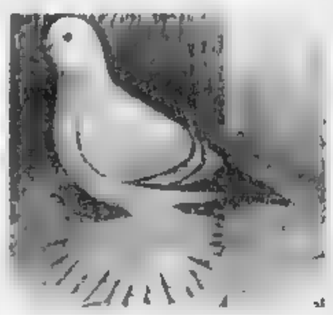

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This treatise is written by W. H. Pensom and is obtainable from JOHN SPURIA, 393 Lincoln Street, Lexington, Mass., and from W. H. PENSOM, 8140 Quartz Avenue, Canoga Park, Calif. Price: $3.00 per copy.

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Hawk Trouble. — Offering entire loft of 30 Fireball Rollers for $20. Immediate sale, many colors. — W. E. Chadwick, Winter, Wis. (159)

Birmingham Rollers. — In all colors, seamless banded, guaranteed high flyers and performers. — Wm. J. Ross, 131 Steele St., Denver, Colo. (128-259)

Pure Pensom Rollers. — Satisfaction guaranteed. A few for sale at $5 pair. - Le-Allan Roller Loft, 841 Minnie Madden St. Albert Lea, Minn. (159)

Parlor Rollers. — Fifteen to 25 feet deep spinners. Few pair of Whites with Red beards and extra hens. Guaranteed satisfaction. — Raymond Byers, 222 West McVey St., Dallas, Texas. (159-359)

Rollers in Baldheads Only. - Blue White Bars and Yellows, 1956-57 bred $5 pair. Breeder for 43 years. — Fred Lehrke, 5113 Vandalia Ave., Cleveland 9, Ohio. (1158-159)

Birmingham Rollers. — Fifty 1958 banded birds will sell all or part, 15 pair of breeders. All birds guaranteed high flyers and deep rollers. — Wm. Clouse 6053 Colonial, Indianapolis, Ind. (159)

Rollers. - Mostly Pensoms scaml' banded, beautiful birds combining performance type, color. Twelve birds $10, pairs, two pair $5, five pair $10. J. R. Harp, Amity, Ark. (159-359)

Birminghams S lid colors, Baldheads, Almonds, Rosewings, Whitesides, Blue Baldheads, White Bars — Anthony Krezner, 8208 S. Manistee Ave., Chicago, 17, Ill. (958-259)

Sanger-McAree Whittingham Rollers, adults and youngsters offered by one of the largest Roller lofts in the East, $5 pair, three pairs for $10. — John Dupont, McClaren Road, Tewksbury, Mass. (858-759)

For Sale. — Black Bellneck and Baldhead Rollers, Blue Gazzi and Blue and Black Schietti Modenas, Budapests Russian Trumpeters, Nuns, Clean Leg and Muff Tumblers. - Robert Harlon, Route 4 Fulton N. Y. (1158-159)

SHOW HOMERS

English Show Homers in bars, checks, splashes. — Percy Bihm, Box 93, Opelousas, La. (1258-259)

SHOW PEN RACERS

Show Pen Racers. — Finest show stock reasonable. — King Lofts, Box 1, Hayward, Calif. (258-159)

Show Pen Racers. — Finest show stock, old mated pairs and 1958 young birds. All colors. - George Hand, Cazenovia, Route 2 N. Y. (1258-259)

STARGARD ZITTERHALS

Stargard Zitterhals. — Old German breed. Show and stock birds for sale, $10 a pair and up. — R. Krause, 2101 King St., Laureldale, Pa. (159)

STARLINGS

Black English Starlings. — Youngsters from imported stock, real quality. George Gargen, 1391 Lake Dr., Okauchee Wis. (1258-259)

STRASSERS

Strassers — Rare colors, good bloodline. — Lon Vaughn, Box 63 Killeen, Texas (1158-159)

Red Strassers, 1958 banded pairs, singles. From imported parents. Clover Smith, 105 North Earl St., Shinnerstown, Pa. (1258-259)

SWISS MONDAINES

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TIPPLERS

Tipplers, Best, Banded. Mike DuBuc, 333 Main St., H lyoke, Mass. (1258-259)

High Flying Tipplers. — Nice marking $3 pair, two pairs $5.—Avalon Canary Farm, Chester, Md. (1058-959)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Seinau, 202 Hollywood Ave., Union, N. J. (458-359)

High Flying Tipplers. — Contest proven stock birds own stock 1957-58 birds Member Flying Tippler Association. Marshall's Loft, 3922 Second Ave., Baltimore 14, Md. (159-359)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. Reasonable prices. — George Bender, 4526 S. Tafman Ave., Chicago 32, Ill. (1157-259)

TRUMPETERS

Trumpeters, English. [illegible] cheap. — Sam Dee, H[illegible], O[illegible] (1258-259)

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Flying Tippler Association News

By WILLIAM G. HOFFMAN, Publicity Director

I recently received a copy of the December 1957 issue of the British paper, "Pigeons and Pigeon World," and noted that W. Lovatt, under the heading: "Tippler Topics," cited the flying records in America as being 17 hours, 25 minutes and 15 hours, 58 minutes for old and young birds respectively.

Mr. Lovatt had obtained this information from a lettr I had written several weeks earlier extending to him our congratulations upon his wonderful time of 19 hours, 42 minutes which set a new World Record for sustained flight. At the same time I also passed along a bit of information of a general sort concerning the state of the Tippler fancy in North America, including, of course, the various flying records that are held in Canada and the U.S.

Some Britons, I believe, in using the word "America" intend it to include Canada—just as many of us in using the word "English" really mean it to include Northern Irish, Scottish and Welsh. We should say "British," but instead, we say "English." A Scotsman is seldom flattered by being called an Englishman, and I'm not at all sure that our Canadian friends like being called Americans, even when the name is used in a general sense such as in referring to a Frenchman or a German as a European. At any rate, there was no intention on the part of either Mr. Lovatt or myself to credit the U.S. Tippler fancy with the records rightfully belonging to our northern neighbors.

The North American old bird record of 17 hours, 25 minutes, was set by the late William Adams of Richmond Hill, Ontario in 1950, while the young bird record of 15 hours, 58 minutes was flown by a kit belonging to Douglas Prud'homme in 1955. These record are recognized by Tippler fanciers on both sides of the border as being the North American records. However, there is an American record that is still recognized as such, and this is Fred Erbach's old bird time of 17 hours, 18 minutes, flown in 1937. No matter how often the World, British, North American and Canadian records are broken, Erbach's time will continue to be recognized as the American or U.S. record until it is beaten by an American fancier in an American club.

I hope that all Canadian and American readers of P and PW, will understand that Mr. Lovatt did not use the term "America" because of inaccurate information passed on to him by me, but rather because his usage of the word includes the entire western land mass. Technically speaking, his use of "America" is far more correct than our use of "English."

Empire Shortface Tumbler Club

By BERNARD BARTLEY, Publicity Director

The Empire Shortface Tumbler Club held their tenth annual open show Saturday and Sunday, December 6 and 7, at National Hall, Maspeth, New York. We had two hundred and forty-nine entries. There is no reason why we should not have had at least 400 entries. We have had shows just as large with only half of the membership we have at present. Many of the members showed as many as twenty-five entries. Only a little better than half of the membership showed.

The show was judged by two very capable men, Messrs Vincent Lobinski and Max Wirth. I hardly think Mr. Lobinski needs any introduction to the fanciers in this area. I have introduced Mr. Wirth to the readers of this paper once before, but for the benefit of those who have not heard of him, I will repeat myself once more.

Mr. Wirth has only been in this country, I believe, five years. In Germany, he was instrumental in forming the Berliner Kurse Club. He judged in all the larger cities, Berlin, Hamburg and Leipsic, as well as in Amsterdam, Holland. He was awarded the Golden Needle in Germany for his splendid work for the pigeon fancy. I consider him the foremost authority on the German Shortface Tumbler here in America.

Our new Show Superintendent Walter McGlynn did a wonderful job in handling the show. This is Walter's first try, and the boys are all pleased with his work. Several exhibitors had entered birds in the wrong classes, which made things a little complicated at the start, however this was only in the Ancient and Reinaugen classes. After these classes, everything ran smoothly.

August Stueckl and Charles Kramer of Chicago, sent us in a nice entry. August sent in Viennas and Budapests and Charles sent in Budapests. August also came to visit our show. It was a real pleasure to meet August at our show. I have been corresponding with him for the past three years and have always been looking forward to meeting him personally. I understand that he was well pleased with our show, the quality of our birds, and the many friends he made. This is the second time Mr. Kramer has sent birds to our show. I am looking forward to seeing his birds at our next show.

2/1959

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Komorner Tumblers. — Magpie marked. All colors. Rocky Mountain Komorner Club. — Curt Oberhansly, 453 E. Truman Ave., Salt Lake City, Utah. (159-1259)

Komorner Tumblers. — Four Silvers, two Reds and six Blacks, $10 a pair. Six pairs $45. Good birds, must sell. — Allan J. Harris, 604 Oak Lane, Willmar, Minn. (1258-259)

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Komorner Tumblers. — Crested, Magpie, nice birds, most colors. Rare chance for beginner to obtain nice birds in this breed for price asked. — E. Janosick, 30 Wood Ave., Albertson, L. I., N. Y. (159-359)

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Wanted. — Fantails, Homers, Kings, Rollers. Also other breeds. State lowest cash price. Will buy any amount. —John Hass, Bettendorf, Iowa. (259-459)

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Tippler--Why Known As High Flyer

By WILLIAM G. HOFFMAN, Publicity Director Flying Tippler Association

"Why is the Tippler called a high flyer?" This question was recently asked by a reader who also wanted to know how high and how long Tipplers fly.

Although the term "high flyer" appears to be self-explanatory, it is quite possible that the inquirer's experience with a certain class of Tippler, or so-called Tippler, causes him to wonder. Not all Tipplers are high flyers in the narrowest definition of the term. Indeed, some of the best long-time competition strains are said to do most of their flying at altitudes that are usually associated with Homing pigeons rather than Tipplers. These birds have been purposely bred thus for reasons I shall explain at another time. However, there also have been, and possibly still are, certain other birds that were nothing more than the product of some experimenter or tinkerer who chose to pass off his junk as the real thing rather than ensign them to their rightful destiny, the pot.

The Flying Tippler, generally speaking, has always been renowned for its tendency, upon release, to rise to great heights, where, by alternately flying and riding advantageous air currents, it continued to soar hour after hour. The older and now extinct types such as the Macclesfield, Congelton, Burslem and Lincoln Tipplers apparently possessed the high flying trait to a greater degree than do most of the present day birds. Nevertheless, there still remains in this country, as well as in Canada and Great Britian, strains of Tipplers that will, under favorable conditions, fly high enough to suit the fancy of the most discriminating of high flying enthusiasts.

How high does the Tippler fly? This is a question that I certainly cannot answer with accuracy, and I don't believe anyone else can. I do know that Tipplers sometimes rise to such great heights that they cannot be seen from the ground. I have on numerous occasions watched a kit disappear from sight within less than three minutes after release. By this I do not mean they disappeared by raking off behind trees, hills, etc., but rather that they went beyond my range of vision as I watched them circle high in the sky like tiny specks.

Tippler fanciers have often attempted to guess at or estimate the altitudes at which their birds fly, and I suppose that it is possible that a few of the brighter ones, having a knowledge of triangulation have arrived at fairly accurate figures—that is, while the birds are visible. How one can estimate the altitude of invisible objects is beyond my comprehension. But fanciers much smarter than I, have more or less agreed that a bird of the size of a Tippler or Roller remains visible on a slightly overcast day up to a maximum of three thousand feet, and on a clear day the range of visibility is probably not more than two thousand feet, particularly in the case of white or light colored birds.

In one of the old English Tippler books — Wedgewood's, I believe—the writer cites an aviator as having claimed that he spotted a kit of Tipplers flying overhead while his plane was operating at an altitude of ten thousand feet! I have often wondered at this tale. Was the author simply carried away by his enthusiasm for the subject, or was his pilot friend pulling his leg? I don't question so much the Tippler's ability to perform such a feat of high flying. But I do wonder whether the aircraft and the men who flew them in that day and age were equipped for operating at such heights. It is a highly remarkable story if authentic.

How long does the Tippler fly? The length of time that a kit of Tipplers remains on the wing depends upon quite a number of different factors. First of all, it depends upon whether or not the birds are of good flying strain. Secondly, it depends upon the climate in which they are expected to fly. Thirdly, upon how they are fed and handled—but this is not the sort of answer the reader expects, so I will try to be more specific. I have found that in my section of the country, when the temperature is 70 degrees or under, some young birds of the strain I keep, will sometimes fly as long as ten hours or a little better, with no training whatever. I would say that such birds are the exceptions and not the rule. Most of my youngsters, if flown without control, will work up to an average time of seven or eight hours and then begin to develop bad habits. Since this is not intended as a plug for my pigeons, I will further add that I occasionally raise some youngsters that will dash back into the trap at the earliest opportunity. These wind up in the pot.

If the reader meant to ask how long Tipplers have been flown, instead of how long do they fly, then I could give him some actual statistics such as: The World Record of 19 hours, 42 minutes, established by Wilf Lovatt of Hanley, England, in 1957; The North American Old Bird Record of 17 hours, 25 minutes, flown by the late William Adams of Richmond Hill, Ont. in 1950; The North American Young Bird Record of 15 hours, 58 minutes, set by Doug Prud'homme of York Mills, Ont. in 1955; and the United States Old Bird Record of 17 hours, 18 minutes, flown by Fred Erbach of Maspeth, N. Y. in 1937.

Bald and Beard Tumbler Club News

By AL WESTLING, Publicity Director

It was too bad that the Annual Meet held at Boston and the Midwest Sectional Meet at Topeka had to conflict to the day, otherwise both shows might have been better but as it was both were very successful and undoubtedly brought forth the very best of our favorites

Being Secretary of the Topeka show, it was impossible for me to attend the Annual Meet at Boston and for this reason the information I have is second hand. Secretary John Hergert has given a good report in the last bulletin and additional information in a letter so I will try to pass it on here to the fancy in general.

In blacks, Al Berry had first old cock and best black any age with a very outstanding bird according to Secretary Hergert. John also mentioned a very good young hen shown by Fonseca and another by Harold Durkin which had good type and wonderful color. Best young black went to Hergert winning in a class of 13 which speaks for itself.

Best old red went to Howe on a cock. Best young red and best young Baldhead of the show went to Hergert's young cock which is a top pigeon and a credit to its breeder who has turned out a lot of top reds

Champlin had best old yellow with a cock. Hergert again was the winner in a large class of young yellow cocks and the same bird was best yellow any age. John commented that in his opinion the classes of young yellows and reds were the best he had ever seen in one show. This is good news since the red and yellow classes were rather scant a few years ago

In blues, Schuster had best old blue with a cock. Ed Blum had first young hen, best young blue and best blue any age. Believe me this is a beautiful bird. Since the blue Baldhead is my favorite color I was much interested to see such a fine bird bred by my good friend and competitor. I predicted when I first handled the bird last October that it would take top honors and I was correct

According to Hergert the silvers, mealies and A.O.C.'s were also very good. Best old silver went to Champlin with a cock. Best young hen and best silver went to Al Berry. Best mealy went to Hergert on a young cock. Howe had best young A.O.C. with a hen that John described as being a sensation.

Joe Curran, the elected judge, was ill and the club was fortunate in getting Jim Griffith to substitute. Jim did a fine job according to reports and the exhibitors present were well pleased. Jim has some of the very best black self Cleanlegs to be found anywhere

At the Midwest Sectional Meet at Topeka, Kans., Ed Blum exhibited another outstanding blue, a cock, which was selected by Judge John Kerscher as best young Baldhead. Best young black went to Hergert with a cock and

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ROLLERS

Birmingham Rollers. — Paul Geiser, Manasquan, N. J. (159-1259)

Whittingham Rollers.—Ralph Brown, Manasquan, N. J. (658-559)

Pedigreed Pensoms. — Alex Tubel, Linwood Ave., Vineland, N. J. (259-759)

Fireball Rollers For Sale. — Claud Hicks, Route 3, Box 939, Springfield, Mo. (259-459)

Extra Fine Tight Spinning Acrobat Rollers. Reasonable. — Allen Daniel, Gratz, Pa. (458-459)

Performers. — Breeders $4 pair, young $1 each. — Everett Park, Lucasville, Ohio. (159-359)

Ideal Roller Club. — William Cowie, Secretary, 3601 York Rd., Philadelphia 40, Pa. (259-459)

Beautisite Roller Lofts. — Home of the Northwest's finest Rollers. — Raymond Verduin, Rt. 3, Lynden, Wash. (558-459)

Rollers. — Tops in performance, $2.50 and up. — Robert Hartmann, 8601 North 64th St., Milwaukee, Wis. (259-459)

Rollers. — Bred for performance. Will please you at reasonable prices. — Ray Nixon, 821 Oak Ave., Panama City, Fla. (359-559)

Deep, Frequent Spinners. Balanced matings, matched colors $5 pair. — Andrew Kopp, 1320 Pine Grove Ave., Baltimore 6, Md. (359-559)

Rollers. — Deep tight performers. A few to spare. Correspondence welcomed. —Don Smith, 1320 Maple Grove, Jackson, Mich. (359-559)

Old Strain.—High straight flying Endurance Rollers, bred primarily to fly long hours. — Louis Schreiner, Bannister, Mich. (1058-959)

Bucowinas. — All colors, highflyers, deep spinners $3.50 pair. Money back guarantee. Order from this ad. — John Allen, Box 262, Newgulf, Texas. (259-459)

Rollers. — Mostly Pensoms seamless banded, beautiful birds combining performance type, color. Twelve birds $10, pairs, two pair $5, five pair $10. — J. R. Harp, Amity, Ark. (159-359)

Rollers. — Dr. Blackburn-Colley strains. Blended for deep spinners that fly. Breeding over 30 years, most colors $5 pair. — Edward C. Graves, Route 1, Box 16, Guilford, N. C. (259-459)

Sanger-McAree Whittingham Rollers, adults and youngsters offered by one of the largest Roller lofts in the East, $5 pair, three pairs for $10. — John Dupont, McClaren Road, Tewksbury, Mass. (858-759)

Rollers. — Long highfliers. This loft holds Canadian endurance record, 10 hours, 19 minutes, flown in keenest competition. — Ross Vito, 2004 Queen St. E., Toronto, Ont., Canada. (259-459)

SHOW RACERS

Show Pen Racers in Black check, Red check and Blue check. Stock and show birds. — George Hand, Route 2, Cazenovia, N. Y. (359-559)

Show Pen Racers. — Blooded stock, no culls, all colors and patterns. $10 a pair and up. — John B. Clark, Sr., 2811 N. Dodge Blvd., Tucson, Ariz. (259-559)

Show Pen Homers. — Big blocky full heads, seamless banded. 50 head for $75 or $4 a pair. Reds, Blues, A.O.C. — Lewis L. Davis, Route 1, St. Marys, Ohio. (259-459)

STARLINGS

Black English Starlings. — Youngsters from imported stock, real quality. — George Gargen, 1391 Lake Dr., Okauchee, Wis. (359-559)

STRASSERS

Barless Blue Strassers. We have some to spare. — Hans J. Tiessen, Madrid, Nebr. (259-459)

Red Strassers. — Pairs and odd cocks. — Clever Smith, 105 N. Earl St., Shippensburg, Pa. (359-559)

SWISS MONDAINES

Mated Pairs and extra cocks. — Edmond Hileski, Route 3, Allegan, Mich. (359-559)

Mated and Banded pairs $5 pair. Youngsters $2 each. Fast producers of large plump squabs. — Angelo Gentile, Box 834, Gilbert, Minn. (259--759)

For Sale. — Swiss Mondaines, good mated pairs, bred from NPA show winners. Prices reasonable. All inquiries answered. — J. B. Basehore, Box 531, Jeanette, Pa. (359)

TIPPLERS

High Flying Tipplers. — Nice marking $3 pair, two pairs $5.—Avalon Canary Farm, Chester, Md. (1058-959)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Union, N. J. (458-359)

High Flying Tipplers. — Contest proven stock, birds own stock 1957-58 birds. Member Flying Tippler Association. — Marshall's Loft, 3022 Second Ave., Baltimore 14, Md. (159-359)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. — Reasonable prices. — George Bender, 4526 S. Talman Ave., Chicago 32, Ill. (359-260)

TRUMPETERS

Bukhara Trumpeters. — Quality birds carefully bred. No surplus at this time. — Dick Wagner, Forsyth, Montana. (259-160)

For Sale. — Russian Trumpeters. Reds, Yellows, Blacks and Duns $10 pair. — Albert Albrecht, 4928 Broadway, Depew, N. Y. (259-459)

English Trumpeters 15 pair, color matched, mated, three pairs $12. — S. C. Maslanka, 5192 So. 34th W. Ave., Tulsa, Okla. (259-459)

Bokharas. — Grand Champion Pageant of Pigeons. Show stock all colors. Also Black Hens. — Rev. Schmidt, 9506 Bellevue Blvd., Omaha, Nebr. (159-359)

English Show Trumpeters in seven colors priced for $4.50 to $6 a pair, and 43 other breeds. — Tony Andert, 325 W. Maryland Ave., St. Paul 17, Minn. (159-359)

Trumpeters. — Account retiring am sacrificing sixty good breeding English at price dealers can't handle. — Lester Stephens, Route 2, Wabasha, Minn. (359)

TUMBLERS

Crested Muffed Tumblers. — J. Pudlinski, 3631 E. Aurora Rd., Twinsburg, Ohio. (359-260)

Parlor Tumblers. — Mixed colors, also odds. — Paul H. Fisher, 506 E. Wiley St., Marion, Ind. (259-459)

Two Pair Blue Beards. — Quality stock $10 per pair. — Bob Knowles, 7367 Hastings, Springfield, Va. (359)

Clean-Leg Tumblers. — Red, Yellow, Black, Whites $3 to $5 pair. — Jim Wells, 131 N. 14th, Enid, Okla. (359)

Closing Out Top Two Pairs, each of Red and Yellow Selfs. — P. Wannemacher, Amityville, Long Island. (259-459)

Red, Yellow, Black Bars, Cleanleg Self Tumblers for sale. Curran strain direct. No better blood to be had. — George Polochi, Route 2, Onondago Rd., Camillus, N. Y. (359-559)

Red Clean Leg Self Tumblers, bred from leading bloodlines. Satisfaction guaranteed. — Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (159-1259)

Baldhead Tumblers, strictly modern type, all colors. Also breeding Barred Selfs. — P. Wannemacher, Amityville, Long Island. (259-459)

Exhibition Komorner Tumblers. — Crested, Magpie marked. All colors reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (159-359)

Black Self C. L. Wannemacher and Curran strains from Matlack left. Must sell few pairs, extra hens. — K. R. Hogan, Route 3, Iowa City, Iowa. (359)

Barred Baldheads in Blue, Mealy and Silver. Cleanleg Selfs and Bars in several colors. — Dick Shuman, 205 East 16th St., Grand Island, Nebr. (359)

Komorner Tumblers. — Magpie marked. All colors. Rocky Mountain Komorner Club. — Curt Oberhansly, 453 E. Truman Ave., Salt Lake City, Utah. (159-1259)

German Shortface Tumblers. — Five pairs White crested Diamonds, two pairs Red Crested Ancients $75 for entire lot. — Joe Kohler, 1531 Grace St., Chicago 13, Ill. (359)

Parlor Rollers. — Fifteen to 25 feet deep spinners. Few pair of Whites with Red beards and extra hens. Guaranteed satisfaction. — Raymond Byers, 222 West McVey St., Dallas, Texas. (159-359)

Komorners, Whiteside C. L., Vienna Tumblers (odd hens), Swallows, $5 pair. All guaranteed. Shipped lightly and promptly. — Nick Tubojevic, 607 Market St., McKeesport, Pa. (159-359)

Komorner Tumblers. — Crested, Magpie, nice birds, most colors. Rare chance for beginner to obtain nice birds in this breed for price asked. — E. Janosick, 30 Wood Ave., Albertson, L. I., N. Y. (159-359)

Muffed Tumblers. — High class Blacks, Yellows and beautiful Silver. Proven. Have won in eight states. Prices reasonable. Ship on approval. — Otto G. Trapp, 698 Lafond Ave., St. Paul 4E, Minn. (159-359)

TURBITS

Turbits. — Shortface, Reds, Yellows, odd Black hens. NPA banned $6 pair. Beauties. — W. A. Neiger, Taylor, Pa. (359)

American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3. Juniors $2. — G. J. Kleinpell, Sec.-Treas., 4799 Pearl Rd., Cleveland 9, Ohio. (959-359)

VARIOUS BREEDS

Doves, Pouters, Rollers, Parlor Tumblers.—Wayne Lewis, Marion, Ala. (758-659)

Rare. — Goldkragens, Larks, Crescents. Sold out. — Bob Beaver, Farmersville, Texas. (359-559)

Thirty Varieties, quality birds reasonable. — G. & S. Pigeon Lofts, Box 99, Scatonville, Ill. (259-459)

Three Prize Winning Tumblers

Left to right: No. 1. Red Self Muff Hen, Band No. 625-'58. Best Young Muff at the Central Tumbler Club Meet held at Topeka, Kans., January 9-11, 1959. Bred and exhibited by H. F. Schwab, Iowa City, Iowa. No. 2 Yellow Hen, Band No. 3812-'58. Best Young Self Clean Leg Tumbler at Central Tumbler Club Meet. Bred and exhibited by R. F. Schoen, St. Louis. No. 3. Red Baldhead Tumbler Cock, Band No. 8033-'58. Best Baldhead at Central Tumbler Club Meet. Bred and exhibited by Edward R. Blum, Lincoln, Nebr. Photos from Al. Westling, Kansas.

What Is A Good Tippler?

By WILLIAM G. HOFFMAN, Publicity Director Flying Tippler Association

Ever so often we hear it said that this fancier or that one has good Tipplers. Wat is a good Tippler anyhow? Here in the U.S. this question would very likely evoke several different answers. One fancier might tell you that a good Tippler is one that displays a tendency to fly longer than its kit mates regardless of flying conditions. Another perhaps would say that a good Tippler possesses not only the necessary will to fly, but also the distinguishing characteristics of the breed, i.e., the type, markings and light colored eye which set it apart from other varieties. To still another fancier, the one to whom pedigree and strain are important factors, a good Tippler would be a bird descended from a long line of proven flyers, one that has proven its own willingness and ability to fly long times, and which in turn has produced young as good as their forebears.

However, in areas where the spor of competition flying is practiced in deadly earnest, one would be likely to receive an answer quite different from any of these. To the fancier who spends countless hours in the training and conditioning of a kit for an important flyig competition, the definition of a good Tippler would be: A bird that has been perfectly trained and has never yet made a mistake! Probably the worst mistake a Flying Tippler can make is that of dropping or landing some place other than its own loft.

Tipplers for competitive flying must be trained to remain on the wing until their owner gives them the signal to land; usually some white pigeon other than a Tippler, and then they must land no where except on their own loft. They must at all times be under the absolute control of the handler, and this can be accomplished only through the regulation of their daily diet. For example: should the owner desire his kit to exercise for a period of four hours, he will, on the night preceding their workout, feed them on certain grains that will give them just sufficient energy to fly this time, and no more. If he wants a little more time than this, he will add certain other grains or seeds to their ration, which will furnish the extra energy required for their task.

Beginning when the youngsters are first removed from their parents, they are trained to recognize the dropper pigeon as their "dinner gong." Later they are taught not to drop until after the "dinner gong" has sounded, or until the dropper has been tossed to the roof of the loft. From the day they are first set out as 4-week-old squeakers until their retirement from the flying kit, they must never drop until the signal has been given. Birds that prove incapable of learning this lesson are discarded as being unfit for competitive flying. Once a Tippler learns that it can drop at will without the signal, it ceases to be a dependable flyer and should be removed from the kit before it has the opportunity to ruin the others.

Not always is the day of competition attained by ideal flying weather. Sometimes the strength of the kit is sapped by unduly hot humid conditions, and at other times their plumage may become sodden in a violent thunder shower, thus making continued flight very difficult or impossible. In either case, should one bird in the kit suddenly remember that it once landed without the signal, now is the time he will do it again and perhaps take his kit mates along with him to the most convenient tower, tree or housetop.

While control is of the utmost importance in competition flying, it is equally important that the handler be able to gauge the capabilities of his birds under any and all circumstances. It is little short of stupidity on the part of the flyer when, for the sake of a few more minutes of flying time, he allows a kit of well-trained birds to undo all their previous training through his reluctance to show them the dropper after it has become apparent that the birds have reached the limits of their endurance. No matter how thorough has been their previous training, when the birds reach the point where they can fly no longer, they are going to drop—on the loft, if the signal is given them, or somewhere else if it is withheld. Tipplers are not too bright as squeakers, but once they learn their lessons well they do not easily forget them. Like children, they must be taught a set of good habits at an early age. If they are properly handled at all times, they will retain the good habits and remain dependable flyers for as long as five years.

What's In a Name -- Let's Consider

By EVERETT MILSTEAD

Note by Editor.—The first installment of this article appeared on page 71 of the March issue.

It is well to ask, however, how long that seller has had the "name" fancier's stock. It is well, because an inexperienced breeder can take the finest birds in the world and produce only culls from their grand-offspring. In other words, the fact grandfather having been a preacher doesn't necessarily mean that his grandchildren are also preachers. Some of them could be robbers and cheats.

I have had the pleasure of seeing many Swiss Mondaines and Jewel Mondaines advertised for sale, in which the words "Milstead's stock" were included in the advertisement. Can you imagine why that was done? If you can't, ask some of the older, experienced fanciers. They'll know.

So, Mr. Beaver, do not criticize the "name" fancier for charging you for his name. It is your guarantee of quality—like Del Monte's label on a can of peas.

And don't ask those "name" fanciers to sell their birds for $10.00 a pair. Their name is worth more than that, and many of them would rather give away their birds than sell them for such an insulting price.

No one acquires an established name without effort—not even a bank robber.

The suggestion that "name" fanciers get together and agree to sell their birds at a definite price is a bad one. Although I am not an attorney, I'd certainly advise any two or more fanciers, who were thinking of setting a common price for their birds, to see

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SRP ad

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English Pouters, Dutch Croppers, large birds, excellent type. Extra cocks $5 each, satisfaction guaranteed. Write for particulars. — Bock, Greenbank, Wash. (359-559)

World's Greatest Show Bird. — American Pigmy Pouter Club welcomes new members. Bulletins. Dues $5, Juniors $2.50. — Secretary L. R. Barton, 2001 Spring St., Springfield, Ill. (558-459)

Large White English Pouters. — No culls. Winners at various shows including National 1959. While they last $10 to $12 a pair. — Harold Schroedl, 1973 25th Ave. S.E., Minneapolis, Minn. (359-559)

English Pouters. — I can offer you again these fine Pouters bred from the champs. Reds, Blacks, Blues, Yellows, Whites. — John Bayer, English Pouter Loft, 4307 W. Vliet, Milwaukee 8, Wis. (1158-459)

English Pouters. — Have had champ at our last ten club meets. Also best opposite sex, under five different judges. You can look up my show report at the NPA also the Chicago Pigeon Club and see for yourself. I'm cutting down on Pouter Reds, Yellows, Whites and AOC pairs, also odd males and hens in the [illegible] colors. No Blues or Blacks until after breeding season is over. This is your chance to get started out right with good English Pouters, not junk. — Jack Turner, 204 East 16th St., Pittsburg, Kans. (459)

RABBITS

New Zealand Whites, Pedigreed and registered. Broad, blocky, nice fur. Junior $5, trio $14. Also intermediate and adults. — A. L. Kelley, 701 West State St., Clarinda, Iowa. (359-559)

Subscribe to American Rabbit Journal, trade magazine of the meat and Angora wool industry. Devoted to commercial rabbit raising. Year $1; 3 years $2. Sample 15c. Box 275, Warrenton, Mo.

RACING HOMERS

Stassart, Sion, Wegge, crosses, selected $5 a pair. — Woodrow Cox, Andrews, N. Car. (359-260)

Maple Homers. — 800 mile strain. — Alfred Anderson, 3815 Binney, Omaha, Nebr. (1158-1059)

1957, 1958 and 1959 seamless banded Racing Homers. — Lennis Thompson, Bridgeport, Ill. (459-659)

Racing Homers For Sale $2.50 a pair. — Allen Clouse, 6057 Colonial Ave., Indianapolis, Ind. (259-459)

Racing Homers. — Top notch young and mated pairs. — Robert Powell, Route 1, Carbondale, Pa. (459)

Colors in Yellow and Red. — Flying Homers. Paul Widmyer, 109 Elwyn Ave., Sinking Spring, Pa. (259-459)

Good 1959 UPF Banded Youngsters. Color, sex, straight run. Six, more, 75c each. — Sier, Box 441, Doniphan, Mo. (459-659)

Homers Banded, $3 pair, youngsters $1.25 each. All good stock. — James Neuman, 1014 Navarro, Mart, Texas. (459-659)

Breeders and Youngsters fast tough fliers from proven Arizona racers. — John Whatley, 705 East E. Ave., Glendale, Ariz. (359-559)

Racing Homers For Sale. — Some Racing winners, young or mated pairs $2.50 a pair.—J. C. Wolf, 206 Waugh, Columbia, Mo. (359-559)

Racing Homers. — Solid White and splashes, beauties, $6 per pair, three pair $15, 10 pair $40. Banded 1957 and 1958 birds. — E. Gernant, 437 Charlesworth, Dearborn, Mich. (259-459)

Extra Fine Racing Homers $5 pair. — D. F. Norwood, 340 Houston Harbor, Houston 20, Texas. (459-360)

Racing Homers.—Selected banded at $2 pair, 50 other varieties. Send for free price list.—Avalon Canary Farm, Chester, Md. (1058-959)

I've Got To Move. — Selling out all my pretty Trenton Racing birds. Very cheap and solid black too. — [illegible] Kocher, Barnsboro, Pa. (259-459)

Champion Bloodlines. — Beautiful pairs $4, money back guarantee. — Robert Owens, Jr., 3211 [illegible] and Ave., Baltimore 15, Md. (1[illegible])

White Soufels, $6 pair. Black Schimmels $7 pair. Logans in Pied, Grizzles $5 pair. Excellent racing stock. — Bock, Greenbank, Wash. (259-459)

U.S. Army Strain Racing Homers. Adult pairs [illegible] per pair. Three pairs $10. My choice [illegible] lors. — Homer Robinson, 324 East Jackson, Muncie, Ind. (359-559)

Sions and Wegges $10 per bird, two for $15 from proven stock. Member Brooklyn Flying Club. — M & I Loft, 12[illegible] St., Brooklyn, N. Y. (459-659)

Purebred Racing Delbars, all from pedigreed parents, mated pairs $10, single birds $4 each. — Chas. I. Rowland, 518 Pecan Dr., South Houston, Texas. (259-759)

Pure White Racing Homers also Yellows and Reds, the best in colored Belgian Racers $5 per pair. Satisfaction guaranteed. Order from this ad. Supply limited. — Cecil Hammer, Granby, Mo. (259-459)

In Army Now. — Not able to fly this year. Youngsters from flyers and breeders at $2 each or 20 for $35. More information from Pfc. Talavs Erglis, US 51-422-303, Co. "A", 86th Engineer Battalion, Fort Dix, N. J. (459)

Thirteen Racing Homers, six hens, seven cocks, 1954 to 1957 seamless banded. Logan strain, Pieds, Grizzles, solids, all flown 350 miles, must sell $32. Nine youngsters 1959 banded $12. — Greenbank Lofts, Greenbank, Wash. (359-559)

Pure White Racing Homers. — Buckeye strain, all from pedigreed stock. All breeders are from 200-500 mile day birds. A few pair at $7.50. Two pair $12. Youngsters AU '59 after March, $2.50 each. — A. B. Stoney, Box 701, Morganton, N. C. (259-459)

Racing Homers. — Homers, Sion, Stassart, Bastin Crosses from recent imports. AU banded. Beautiful Blue Bars that win on road and in shows. Also a few Yellow Trentons at $3.50 per pair. YB after March at $1.25 each. — A. B. Stoney, Box 701, Morganton, N. Car. (259-459)

Have Been Breeding and racing Homers since 1932. Every bird in my loft I have raised can make out full pedigrees for every bird. Will sell them with or without pedigrees. Have some nice youngsters coming up now. Let me know what you need. — John T. Hughes, Sr., Box 274, Route 16, Baltimore 20, Md. (459-659)

Crowded For Space. — Sion and Stassarts, AU banded. Regular $10 pair now $4. Booking orders now for 1959 youngsters now $1.25 each or ten or more $1 each. Solid Yellows and Solid Whites $5 pair. Youngsters $2 each. Good quality. I raised and trained Homers in Army. — Nicosia, 320 North 18th, Waco, Texas. (259-459)

ROLLERS

Birmingham Rollers. — Paul Geiser, Manasquan, N. J. (159-1259)

Whittingham Rollers.—Ralph Brown, Manasquan, N. J. (658-559)

Pedigreed Pensoms. — Alex Tuhel, Linwood Ave., Vineland, N. J. (259-759)

Fireball Rollers For Sale. — Claud Hicks, Route 3, Box 939, Springfield, Mo. (259-459)

Extra Fine Tight Spinning Acrobat Rollers. Reasonable. — Allen Daniel, Gratz, Pa. (458-459)

Rollers, Fireball $1.50 each, guaranteed to roll. — M. C. Thulin, Route 1, Miami, Okla. (459-659)

Performers. — Breeders $4 pair, young $1 each. — Everett Park, Lucasville, Ohio. (159-359)

Ideal Roller Club. — William Cowie, Secretary, 3604 York Rd., Philadelphia 40, Pa. (259-459)

White and Red White Rollers $2 pair. — Wm. Clouse, 6055 Colonial Ave., Indianapolis, Ind. (159-659)

Birmingham Rollers. — Tops in performance. Young and old birds. — Robert Powell, Route 1, Carbondale, Pa. (459)

Beautisite Roller Lofts. — Home of the Northwest's finest Rollers. — Raymond Verduin, Rt. 3, Lynden, Wash. (558-459)

Rollers. — Tops in performance, $2.50 and up. — Robert Hartmann, 8601 North 64th St., Milwaukee, Wis. (259-459)

Rollers. — Bred for performance. Will please you at reasonable prices. — Ray Nixon, 824 Oak Ave., Panama City, Fla. (359-559)

Deep, Frequent Spinners. Balanced matings, matched colors $5 pair. — Andrew Kopp, 1320 Pine Grove Ave., Baltimore 6, Md. (359-559)

Rollers. — Deep tight performers. A few to spare. Correspondence welcomed. —Don Smith, 1320 Maple Grove, Jackson, Mich. (359-559)

Old Strain.—High straight flying Endurance Rollers bred primarily to fly long hours. — Louis Schreiner, Bannister, Mich. (1058-959)

Birmingham Rollers. — Good performers, many beautiful colors. Banded youngsters $10 per dozen. — W. E. Chadwick, Winter, Wis. (459-659)

Bucowinas. — All colors, highflyers, deep spinners $3.50 pair. Money back guarantee. Order from this ad. — John Allen, Box 262, Newgulf, Texas. (259-459)

Rollers. — Dr. Blackburn-Colley strains. Blended for deep spinners that fly. Breeding over 30 years, most colors $5 pair. — Edward C. Graves, Route 1, Box 16, Guilford, N. C. (259-459)

Sanger-McAree Whittingham Rollers, adults and youngsters offered by one of the largest Roller lofts in the East, $5 pair three pairs for $10. — John Dupont, McClaren Road, Tewksbury, Mass. (858-759)

Rollers. — Long highfliers. This loft holds Canadian endurance record, 10 hours, 10 minutes, flown in keenest competition. — Ross Vito, 2004 Queen St. E., Toronto, Ont., Canada. (259-459)

Casperson and Whittingham (no Pensoms). Extra fine show and spinning acrobats. Best selected birds. Selfs, Mottles, Saddles, Badges, Rosewings, Baldheads, Whitesides and Almonds in Red, Yellow, Black, Blue and Cream. Youngsters and mated pairs. Prices on application. All birds in healthy condition and seamless banded. Visitors welcome. T. Hull, 4312 N. Rogers Ave., Baltimore 15, Md. (459-659)

SHOW RACERS

Show Pen Racers. — Blooded stock, no culls, all colors and patterns $10 a pair and up. — John B. Clark, Sr., 2811 N. Dodge Blvd., Tucson, Ariz. (259-559)

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Show Pen Racers in Black check, Red check and Blue check. Stock and show birds. — George Hand, Route 2, Cazenovia, N. Y. (359-559)

Show Pen Homers. — Big blocky full heads, seamless banded. 50 head for $75 or $4 a pair. Reds, Blues, A.O.C. — Lewis L. Davis, Route 1, St. Marys, Ohio. (259-459

STARLINGS

Black English Starlings. — Youngsters from imported stock, real quality. — George Gargen, 1391 Lake Dr., Okauchee, Wis. (359-559)

STRASSERS

Barless Blue Strassers. We have some to spare. — Hans J. Tiessen, Madrid, Nebr. (259-459)

Red Strassers. — Pairs and odd cocks. — Clever Smith, 105 N. Earl St., Shippensburg, Pa. (359-559)

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Mated Pairs and extra cocks. — Edmond Hileski, Route 3, Allegan, Mich. (359-559)

Mated and Banded pairs $5 pair. Youngsters $2 each. Fast producers of large plump squabs. — Angelo Gentile, Box 834, Gilbert, Minn. (259--759)

For Sale. — Swiss Mondaines, good mated pairs, bred from NPA show winners. Prices reasonable. All inquiries answered. — J. B. Basehore, Box 531, Jeannette, Pa. (359-559)

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High Flying Tipplers. — Nice marking $3 pair, two pairs $5.—Avalon Canary Farm, Chester, Md. (1058-959)

Imported High-Flying English Tipplers, best obtainable anywhere, reasonable prices. — Donald Powell, Route 1, Carbondale, Pa. (459)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Seinau, 202 Hollywood Ave., Union, N. J. (459-360)

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Bokhara Trumpeters. — Quality birds carefully bred. No surplus at this time. — Dick Wagner, Forsyth, Montana (259-160)

For Sale. — Russian Trumpeters: Reds, Yellows, Blacks and Duns $10 pair. — Albert Albrecht, 4928 Broadway, Depew, N. Y. (259-459)

Am Retiring. — Must dispose of 60 good breeding English. Best offer takes them. — Lester Stephens, Route 2, Wabasha, Minn. (459)

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Bokhara Trumpeters from imported bloodline breeding. My Trumpeters have won in shows. — Bill Mariner, 7424 Wabash, Kansas City, Mo. (359)

English Show Trumpeters in seven colors priced for $4.50 to $6 a pair, and 43 other breeds. — Tony Andert, 325 W. Maryland Ave., St. Paul 17, Minn. (459-659)

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Crested Muffed Tumblers. — J. Pudlinski, 3631 E. Aurora Rd., Twinsburg, Ohio. (359-260)

Parlor Tumblers. — Mixed colors, also odds. — Paul H. Fisher, 506 E. Wiley St., Marion, Ind. (259-459)

Closing Out Top Two Pairs, each of Red and Yellow Self's. — P. Wannemacher, Amityville, Long Island. (259-459)

Moorheads. — Shortface variety. Also Parlor Tumblers. Stamp. — Paul Ambrose, Daniels Farm Rd., Trumbull, Conn. (459)

Red Clean Leg Self Tumblers, bred from leading bloodlines. Satisfaction guaranteed. — Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (159-1259)

Baldhead Tumblers, strictly modern type, all colors. Also breeding Barred Self's. — P. Wannemacher, Amityville, Long Island. (259-459)

Clean-Leg Tumblers with pearl eyes. Blues, Kites and Black checks $4 and $5 a pair. — Chris Sauppee, 346 E. 6th St., Hialeah, Fla. (459-659)

Exhibition Komorner Tumblers. — Crested, Magpie marked. All colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (459-659)

Tumblers. — Six pairs White C. L. Tumblers, pure Whitney stock, real bargain, $8 pair, two pairs $15. — Thomas Leavitt, Assininippi Mass. (459)

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Long Face, Clean Legged Self's in White, Black, Red and Yellow. Only those interested in top quality need inquire. — J. D. Houseman, 865 36th St., Altoona, Pa. (459-360)

Red, Yellow, Black Bars, Cleanleg Self Tumblers for sale. Curran strain direct. No better blood to be had. — George Polochi, Route 2, Onondago Rd., Camillus, N. Y. (359-559)

Special Sale. — Muff Tumblers, show birds. Yellow, Reds, Silvers, Blacks $5 a pair or less if three or more pairs are purchased. Stamp please. — Tony Andert, 325 W. Maryland Ave., St. Paul 17, Minn. (459-659)

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American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3. Juniors $2. — G. J. Kleinpell, Sec.-Treas., 4729 Pearl Rd., Cleveland 9, Ohio. (459-959)

VARIOUS BREEDS

Fantails, Muff Tumblers. Reasonable. — Mrs. Odin Olson, Willmar, Minn. (359-559)

Doves, Pouters, Rollers, Parlor Tumblers.—Wayne Lewis, Marion, Ala (758-659)

Rare. — Goldkragens, Larks, Crescents. Sold out. — Bob Beaver, Farmersville, Texas. (359-559)

Thirty Varieties quality birds, reasonable. —G. & S. Pigeon Lofts, Box 22, Sorrento, Ill. (259-459)

Fancy Pigeons. Bantams, Pheasants, Waterfowl. — Morgan Meehan, West Peabody, Mass. (159-1259)

Lots of Pigeons for sale year around. — Joe Lockhart, 912 West College, Blackwell, Okla. (359-559)

Sixteen Muff Tumblers $25, five Fantails $5, four Helmets $5. — Jim Inman, Storm Lake, Iowa. (459)

Almond, White, Yellow, Pensom Rollers. — H. C. Johnson, Jr., 1309 North Flores St., San Antonio, Texas. (459-659)

Moorheads, Turbits, Helmets, Saddle Homers, Carriers.—Thomas Collins, 359 Elm St., West Haven, Conn. (658-559)

White Kings, Rollers, Racing Homers, $3 pair. Order direct from this ad. — E. E. Goss, 3616 2nd Ave., Columbus, Ga. (459-360)

For Sale. — Black Muffed Tumblers, White, Blue and Silver Kings. — Lewis M. Salak, Box 288, Schuyler, Nebr. (259-459)

African Owls, Suablans, Tipplers, Turbits, Ancients, Blondinettes. — Wm. Pilitowski, 114 Eckford St., Brooklyn, N. Y. (259-459)

Helmets, Owls, Trumpeters, Fantails, Pouters, many others. Reasonable and high quality. — Don Hagen, Primghar, Iowa. (259-459)

Special. — Ten Trumpeters $13, 7 Lahores $8, 4 Hungarians $12. Also Fantails and Kings. — Carl Evans, Vinton, Iowa. (459)

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Sale. — Large blocky White, Silver Kings, Giant Homers, Hungarians, Mondaines, Fantails, German Pouters $5 pair up. — Harris Pigeon Farm, Waller, Texas. (259-459)

Young Birds $1 Each. — Rollers, Birmingham, Almond, Pigmy Pouters, Parlor Tumblers. — H. C. Johnson, Jr., 1309 No. Flores St., San Antonio 1, Texas. (359-559)

Selling Out Best Birds. — Turbits, Lahores, Tumblers, Swallows, Fantails, Mookees, English Racers. Rush orders. — Larry O. Parker, 533 So. Harrison, Enid, Okla. (459)

Black African, mated pairs $5 until April 1st, $10 thereafter. White English Trumpeters, Blue Scaletti Modenas, Blackpoll Archangels, pair. White Giant Homers. — Earl Nye, 1121 East 23rd St., Winston-Salem, N. C. (259-159)

White Fantails. Dun and Black Nuns, Black Lace Satinettes, Black Mookees, Swing Pouters, Turbits $5 pair. Parlor Tumblers, Lavender Lahores, Magpies, Red Russian Trumpeters $1 pair. — Franklin Ricker, Chase, Kans. (359-559)

Gazzi, Schietti, Argent Modenas, Hungarians, Show Type White Kings, Red Strassers, Red Carneaux. All raised in my lofts. Young birds, mated pairs, singles. Seamless banded. — John W. Bricker, Box 251, Mercersburg, Pa. (259-459)

Oriental Rollers. — Pure bred, from imported stock, highflyers and excellent deep spinners. Wonderful kit birds, also good show birds, youngsters and mated pairs. $10 per pair and up. All birds guaranteed and seamless banded. — Gustav A. Peterson, 2108 Gwynn Oak Ave., Baltimore 7, Md. (469-659)

An Experience In Tippler Flying

By E. R. BALL, Toronto, Canada

I am just in the process of reading the 2nd installment of the article by Wm. G. Hoffman entitled "A Comparison of Tippler and Homer Flying" in the January issue. Needless to say, I enjoyed this article very much as it gives me a lot more angles in my own little arguments for I have long maintained that all points considered the little Tippler is the better bird; for it has nothing to keep him flying only his training and breeding and I don't care how well the bird is bred or how well he may be trained after flying continuously for 8 to 10 hours. These birds are very tired and time after time they continue flying on for hours, waiting for the signal to come down. I know this to be a fact because I have flown Tipplers over 16 hours time and time again, although I was never fortunate enough to hold records even though on two occasions I broke the old bird record but was unable to get the birds down.

On one of these occasions one of the birds had the misfortune to get his foot caught behind the perch and when I arrived at the coop for noon same day, feed up before the race, I found the bird still hanging by his leg and upon removing it I found the leg to be very badly swollen. In fact, I would say it was about the size of the index finger on your hand. I took the bird in the house; bathed its leg in warm water, applied a soothing oil, then put on a bandage which I also saturated with the same oil. I returned the bird to the fly coop, but of course he would not eat, being in such pain. I took the bird as gently as I could and hand fed it, gave it a drink of water. I returned the bird to its perch and shut the door. Race day, 3:30 a. m. I again fed birds but he would not come down to feed so I again hand fed, placed in water fountain hoping this would entice the bird down and he would pick up a bit more feed, being so early in the morning and being tired I put my head back against the wall and the next thing I knew the official timer woke me up and told me I had approximately 7 minutes before liberating time. In my excitement I grabbed hold of the bird, gave it a small drink by hand, put out in sun; along with the other two as on a record fly we always liberate at day-break and I like to have the birds out in the sun 10 minutes or so before the race so that they can become accustomed to the sun darkness. The timer informed me that it was time to start. I opened the trap door and never noticed until the birds were free that I had failed to remove the bandage, and believe it or not, the bird flew over 16 hours under all these handicaps.

I have yet to hear of a story in Tippler flying to equal this one, although this happened approximately [illegible] years ago there are still some of the old flyers around who can vouch [illegible] to be a fact. I started to draw comparisons but I guess I was carried away, to return to my argument of Homer versus Tippler, the Homer has everything to urge him forward. If he is a young bird he has water and feed at home waiting for him. If an old bird he still has these three factors to draw him plus a mate, eggs or young ones [illegible] that is why I maintain the little Tippler is in my opinion the gamest.

I would like to have the opportunity of writing at a later date a little bit about a subject I am very much interested in, namely pigeon-keeping for the handicapped, for I myself have been handicapped all my life and for the past 8 years confined to a wheel chair.

The Breeding of Color In Rollers

By ROGER O. BAKER

First of all I agree with most every one else that the Milwaukee Show was a grand success. While there I spent as much time as possible around the Roller coops, and tried to talk with most of the folks that were in Roller alley. Some of them had Rollers of some sort and others did not. But we were all of the same opinion, that Rollers should roll reasonably long and also fly a reasonable length of time and that some of them looked good in the show coops but others looked like a bunch of barn pigeons.

I grant you that those dull colored birds do have a nice hard feather and the ones that won in the show were of excellent type. But type does not mean a thing in the air. Some of the fellows at the show that are supposed to know a lot about Rollers tried to tell me the better the type of bird the better the roller and flyer it would be. Frankly I think that is very wrong and most of the fellows that have high flyers and good rollers will agree with me on that. If any of you fellows want to prove [illegible], when the next show season starts just pick out your best flier and performer and enter it in its class in a good Roller show. The chances are that it will not rank among the first three places. I know for I have tried it. Some of the other birds that I entered that did not roll or fly half as good but were of better type beat them by a long ways. So do not let [illegible] you by telling you that the best looking are the best rollers and flyers. That isn't so. Some of the best birds [illegible] I have had in the air have been ones with short keels and poor heads, but they were beautiful to look at in the air and in the loft.

When I told a few of the fellows that I breed Rollers for color as well as [illegible] really surprised them [illegible] not many fellows do that [illegible] but I sure had a lot of [illegible] right then and there.

It seems to me that the same thing might be happening to the Roller as happened to some of the other breeds of birds that used to fly and perform out in a little different way. It seems that they are breeding the color and design out of the Rollers, and in its place getting a hard feather. I don't think it is worth it myself, [illegible] feathered birds such as (Yellow, Whites, Creams, etc.) can and do fly and roll just as good as the dull hard feathered birds. And [illegible] also [illegible] the coop.

So in closing I don't care what kind of Rollers you raise, let's get some color and design along with the fly and roll and I know and you know that it can be done.

National Class Money Disappears

By Paul Steiden

The Milwaukee National put out a [illegible] page sheet of show rules governing the National Pigeon Show. About [illegible] this sheet was taken up by the [illegible] money pay-back for the number of birds in a class. This scale pay-back averaged about 33c of the $1.00 entry fee taken in Rule No. 12 of the show rules, which states:

"Prizes and [illegible] Secretary [illegible] sponsoring the breed. This includes specials and class money."

[illegible] this rule seemed to assure everyone that they would be paid for their birds won. However upon arriving at Milwaukee, I heard the rumor that class money may not be paid in some cases. Further inquiry revealed that the class money would be turned over to the Secretary of the specialty club sponsoring the breed. The specialty club secretary could in turn pay the class money to the exhibitors or keep it for the specialty club treasury.

In case of my breed, American Giant Homers, the class money was kept for the specialty club treasury. It looks as if I contributed $4.25 to the specialty club treasury without even being asked. I understand this happened in other breeds also. This practice is even more of a handicap and discouragement to the exhibitor who is not a member of a specialty club.

It is surely not against specialty clubs; in fact, I am a minor officer in one. I don't think the blame lays primarily with the specialty club secretaries. Had they been instructed that they must pay both the judge and the class money from the 50 cents per bird the National pays [illegible] meets, I believe they would have done so. However, when a specialty club Secretary is told he can either pay the class money to the exhibitors or put it in the treasury, this left the door open for a shifting around of money that belonged to only one group, the exhibitors.

Save only the best breeders for future breeders.

Notes on Breeding the Blue Jacobin

By JAMES F. LANDENBERGER

These few notes have been collected over a period of years so that I might better understand the "hows and whys" of improving the blue Jacobin. I have a long way to go yet, but I am hoping that my collected material will help someone else who might also have the same goal in mind. This information was volunteered by prominent American, Canadian, and Scottish breeders.

Vern Bale suggests mating a blue-bred Dun cock to a Blue hen. If the hen is a homozygous (pure) blue, the offspring will be almost one hundred per cent blue. I have tried this mating for the past two years and have had striking results. The only drawbacks to this mating is that the Dun cocks are extremely rare. It goes without saying that the quality of the dun cock must be well above average. The youngsters are then crossed back to the dun cock for several years. By using this method, blues could be built up in two or three years.

It seems that so much inbreeding would eventually lower the studs resistance to disease. Therefore an outcross on a bird from another strain is advisable.

Whites may also be used in building up a strain of blues. Elisha Hanson proved the value of a White mated to a Blue when he used Blue Fantails to improve the Whites. There is no reason why the combination could not be reversed and the White Jacobins used to improve the Blues. I don't know how this would work in other breeds, but in Jacobins, both Blue and White seem to be of about the same dominance.

Paul McNorgan of Canada supports the use of Whites by saying that "I have on occasions used Whites and Blues and found this to be the best cross."

Another possibility is a good red-bar mealy or a cream-bar. This color is quite rare in Jacobin circles and when a bird does show up, it is usually of inferior quality: Could a person substitute a light-colored yellow straw for the cream or mealie? I guess we'll never know until someone tries it.

Blacks, no matter how good the bird is, should never be mated to a Blue. Such a mating is worthless because the offspring will be checkered and practically no good for breeding purposes.

The blue coloring in Jacobins was made by crossing it with a Blue Baldhead Tumbler, and then back to the Jacobin again. This makes it hard to mate a Blue Jacobin with anything but a Blue Jacobin and still come out with a good, sound blue coloring in the offspring. If the blue was a standard color in the first place, as it is in many varieties of pigeons, the worries of the breeder might be slackened.

An interesting letter from George and Norman Collie of Scotland is contrary to many ideas already stated thus far. The British are known to be very color-conscious and are wise in the ways of color mating. Their methods take a much longer time to reach the end. All the ideas stated above are practiced with the idea of getting favorable results in the shortest time. George and Norman Collie suggests the following . . . "Mate a blue cock with a good black hen. Not many blues will be produced, but there will be some.

Other breeders have put blue cocks to dun hens, but this tends to make a smoky-blue offspring.

The best we have found is a yellow hen, but she must be bred from a long line of yellows and known to be pure. Mealies come from these. You could also try this with a yellow cock and a blue hen.

We have bred a lot of lecquers and, funny thing, these bred together produced many blue-bars! Duns tend to dull a color."

Above all the matings and information I have gathered on breeding the Blue Jacobin. You may agree or disagree with some of the above ideas, but before you take a definite stand, I would advise you to try it yourself as the breeding of Blues for show rather spotty in this country and the ideas as yet are not standard practice.

Myself, I have tried many of the above ideas with varying degrees of success. I can safely say that no matter what method a person uses, good Blue Jacobins will not hatch out overnight. It will be many years before a Blue can stand up along side one of Vern Bale's Blacks. If a person has room enough, he could make two types of matings. The first is a blue mated to a blue in order to keep up the good blue color. The second type is a blue crossed with whatever the breeder feels is best to improve the feather quality, length of feather, station, type, etc.

That exhausts my knowledge of breeding the Blue Jacobin. I hope someone can make good use of it.

How the Tippler Got Its Name

By WILLIAM G. HOFFMAN, Publicity Director Flying Tippler Ass'n.

Some years ago I had the pleasant privilege of exchanging quite a few letters with one John Van der Wel who at that time was the Secretary of the Netherlands Tippler Club. He used to write about every conceivable topic concerning Tipplers. Like all Dutchmen, he was a very serious person, but not entirely without a sense of humor. He once wrote: "You Americans have an international reputation for coining catch phrases and trick words. Why don't you think up a more fitting name for the Tippler pigeon? Homers are expected to home; Rollers must roll; the Flying Tumblers are supposed to tumble, but the poor little Tippler, who dares to tipple, winds up in the soup pot! Why don't you give it some thought and see what can be done about it?" All of this, of course, leads up to the title question, How the Tippler got Its Name?

For many years the Tippler was easily distinguishable from other breeds by its own peculiar markings—black-tipped flights, black-tipped tail, black beak, black toenails, black eye cere and black ticking in the head and neck. Some fanciers insist that it was from these markings that the breed derived its name. I recall the late Ralph Reeves explaining to me twenty years ago when he threw out my beautiful yellow prints at a lawn show: "The Tippler must be black-tipped in all its extremities—flights, tail, beak and toes. That's where it gets the name—from the tipping!" Many present day fanciers still hold to the same opinion and some of them kept Tipplers long before I was born. Could be they are right.

History reveals that the name "Tippler" existed for sometime before it came to be applied to a specific breed of bird, and instead was used to describe the flying style of one branch of the Flying Tumbler family. Ludlow, the celebrated fancier, painter and author of the chapter, "Common and Flying Tumblers," in Robert Fulton's "The Book of Pigeons," enumerates the various air performers of that day according to style of flight and also according to markings. Of the latter, he lists seventeen categories of birds with dark flights and does not mention anything that resembles a light print. Of the Tippler as a flyer, he writes: "Then there are others (chiefly in Lancashire I think) who believe the highest realization of merit is that of a flight of good 'Tipplers', such as perform, in a compact mass, their single revolutions with perfect accuracy and uniformity; such as fly high, are always busy, and endure long flights with comparative ease.'

Job Ofield, in "The Flying Tippler," quotes an elderly fancier, Mr. Pownall of Macclesfield, as remembering the birds kept by his father fifty or more years earlier (1875-1880) as being "blues, greys and bronzes mostly black." Wedgewood, in "The Tippler for Exhibition and Flying," presents a picture of the first Macclesfield Tippler introduced into Lincolnshire, but fails to mention the date. The bird is either a blue or a grey with some trace of mottling. In type as well as in marking, it presents a more un-Tippler-like appearance than many of the more recently developed long flying types. All of this, it would seem to me indicates that the name "Tippler" predates all the characteristics of the breed as we know it today.

There is still another explanation of how the bird acquired its name. This

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Right or Wrong?

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East Penn Pigeon Club Shows

By ELLSWORTH KISTLER, Secretary

Again we come to that part of the year when we start thinking about Summer Shows. The date for the East Penn's is Sunday, July 19, at the Fair Grounds in Allentown, Pa. This year we're planning to make our show more attractive than ever to those exhibiting birds. As in past years, we are giving to the exhibitors in the form of Trophies, Cups, Plaques, Rosettes, Good Food, and Refreshments more than they ever had the pleasure of receiving before. Our aim is to give our fancier friends the kind of show which will make each one look forward to it from year to year with the greatest of anticipation.

Something new is expected to be added this year. For the first time in the history of the Greater Allentown Fair, which will be held the week of September 20, the Pigeon Show of the Fair Association will be under the supervision and direction of a pigeon organization. Thanks to our fancier friends who have made our past Summer Shows the great success they were, we of East Penn Pigeon Club have been selected as the local pigeon club most capable to supervise this new venture. We will be counting on each fancier to help us in this new undertaking as we need your support to make this show a success and prove that a bigger and better pigeon show can be [illegible] run by pigeon men for pigeon men.

This show will be backed by the Lehigh County Agricultural Society and will pay cash premiums of $2.00 for Firsts, $1.00 for Seconds and $2.00 to Breed Champions. Due to circumstances beyond our control, color classes will be limited in certain varieties but we hope to be able to increase etc. in future years. Premium lists will be available for all necessary information. For additional information please see ad printed in this issue of the Journal. Here and to both these shows, we sincerely acknowledge that your support is needed and appreciated. We will be counting on each fancier and club from all surrounding vicinities.

How The Tippler Got Its Name

(Continued from page 137.)

[illegible] perhaps a bit far-fetched, but I [illegible] the legend, there once lived in a small village in the English Midlands a fellow whose life was ruled by two all consuming weaknesses [illegible] pigeons and John Barleycorn. In an American town of similar size he probably would have been [illegible] village drunk. But [illegible] being polite folk by [illegible] found it necessary [illegible] referred to him simply as "the Tippler." One day a fancier from another part of the country was passing through the village, and his attention was caught by a kit of pigeons of an unfamiliar type flying in the vicinity. Addressing a nearby villager, he asked: "Friend, what pigeons are those [illegible] above yonder heath?" The villager, the king's ale had asked "Whose pigeons?", replied, "Oh they are the Tippler's." The traveler obtained some of the birds and took them back to his own district where he introduced them as "Tipplers"—a name that has stuck to this day!

Election of the South Jersey Ass'n.

(Continued from page 149)

[illegible] and we ate and ate [illegible] well known fancier also broke [illegible] the record set a year ago [illegible] King fanciers. Bill Chaney [illegible] with his beautiful [illegible] and [illegible] commentary on the [illegible] of the "Pine Barrens" of our State. This was by far the best banquet we ever held.

The Homer

By Jerry Shively

The Homer is a bird of flight
While in the air a wonderous sight
When on the ground he struts and coos
For all them "he" they might chose
When in [illegible] he comes and goes
And [illegible] with the wife he chose
When on the nest she looks the best,
That lovely globe upon her chest,
With her mate whom she loves best

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Homers Banded, $3 pair, youngsters $1.25 each. All good stock. — James Neuman, 1014 Navarro, Mart, Texas (459-659)

Breeders and Youngsters fast tough fliers from proven Arizona racers. — John Whatley, 705 East E. Ave., Glendale, Ariz. (359-559)

Racing Homers For Sale. — Some Racing winners, young or mated pairs $2.50 a pair.—J. C. Wolf, 206 Waugh, Columbia, Mo. (359-559)

Extra Fine Racing Homers $5 pair. — D. F. Norwood, 340 Houston Harbor, Houston 20, Texas. (459-360)

Racing Homers.- Selected banded at $2 pair, 50 other varieties. Send for free price list.- -Avalon Canary Farm, Chester, Md. (1058-959)

Champion Bloodlines. Beautiful pairs $4, money back guarantee. — Robert Owens, Jr., 3214 Hayward Ave., Baltimore 15, Md. (459-659)

Jet Black Schimmels, pure White Soufers; Grizzles, Pied Logans $5 pair; solid Red Gitts $7 pair. xcellent racing stock — Bock, Greenbank, Wash. (559-759)

U.S. Army Strain Racing Homers. Adult pairs $3.75 per pair. Three pairs $10. My choice of colors. — Homer Robinson, 324 East Jackson, Muncie, Ind. (359-559)

Sions and Wegges $10 per bird, two for $15 from proven stock. Member Brooklyn Park Flying Club. — M & D Loft, 1235 61st St., Brooklyn, N. Y. (459-659)

Wegge and Sion Racing Homers. Long distance strain $4 pair, also Rat Terrier pups $10-$15 Guaranteed ratters. Emil Schroeder, Cuero, Texas (559-759)

Purebred Racing Delbars, all from pedigreed parents, mated pairs $10, single birds $4 each. — Chas. L. Rowland, 518 Pecan Dr., South Houston, Texas (259-759)

Have Been Breeding and racing Homers since 1932. Every bird in my loft I have raised can make out full pedigrees for every bird. Will sell them with or without pedigrees. Have some nice youngsters coming up now. Let me know what you need. — John T. Hughes, Sr., Box 274, Route 16, Baltimore 20, Md (459-659)

ROLLERS

Birmingham Rollers. — Paul Geiser, Manasquan, N. J. (159-1259)

Whittingham Rollers.—Ralph Brown, Manasquan, N. J. (658-559)

Pedigreed Pensoms. — Alex Tubel, Linwood Ave., Vineland, N. J. (259-759)

Extra Fine Tight Spinning aerobat Rollers. Reasonable. — Allen Daniel, Gratz, Pa. (359-360)

Rollers, Fireball $1.50 each, guaranteed to fly. — M. C. Thulin, Route 1, Miami, Okla. (459-659)

Baldheads in all colors. Also solids. — Walter Weeks, 4338 South Moza[illegible], Chicago, Ill. (759)

White and Red White Rollers $2 pair. — Wm. Clouse, 6055 Colonial Ave., Indianapolis, Ind. (459-659)

Rollers. Bred for performance. Will please you at reasonable prices. — Ray Nixon, 824 Oak Ave., Panama City, Fla. (359-559)

Deep, Frequent Spinners. Balanced matings, matched colors $5 pair. — Andrew Kopp, 1320 Pine Grove Ave., Baltimore 8, Md. (359-559)

Rollers. Deep tight performers. A few to spare. Correspondence welcomed. —Don Smith, 1320 Maple Grove, Jackson, Mich. (59-559)

Old Strain.—High straight flying Endurance Rollers, bred primarily to fly long hours. — Louis Schreiner, Bannister, Mich. (1058-959)

Birmingham Rollers. — Good performers, many beautiful colors. Banded youngsters $10 per dozen. — W. E. Chadwick, Winter, Wis. (459-659)

Birmingham Rollers. — Can spare a few youngsters bred from my best spinners. Satisfaction guaranteed. — W. H. Pensom, 8140 Quartz Ave., Canoga Park, Calif. (559-759)

Sanger-McAree Whittingham Rollers, adults and youngsters offered by one of the largest Roller lofts in the East, $5 pair, three pairs for $10. — John Dupont, McClaren Road, Tewksbury, Mass (858-759)

Forced Sale — Two kits 25 youngsters [illegible] to trap, Blackburn-Colley [illegible] $1.25 bird. Changing residence. [illegible] Graves, Route 1, [illegible] (559)

Casperson and Whittingham (no Pensoms). Extra fine show and spinning aerobats. Best selected birds. Selfs, Mottles, Saddles, Badges, Rosewings, Baldheads, Whitesides and Almonds in Red, Yellow, Black, Blue and Cream. Youngsters and mated pairs. Prices on application. All birds in healthy condition and seamless banded. Visitors welcome. — T. Hull, 4312 N. Rogers Ave., Baltimore 15, Md. (459-659)

SHOW RACERS

Show Pen Racers and German Beauty Homers. — King Lofts, Box 1, Hawthorne, Calif. (559-759)

Show Pen Racers. - Blooded stock, no culls, all colors and patterns $10 a pair and up. — John B. Clark, Sr., 2811 N. Dodge Blvd., Tucson, Ariz. (259-559)

Show Pen Racers in Black check, Red check and Blue check. Stock and show birds. — George Hand, Route 2, Cazenovia, N. Y. (359-559)

Booking Orders for 1959 NPA banded Show Pen Racers. Singles and mated pairs. — Larry Lane, 913 Lorraine Ave., Kettering 29, Ohio. (559)

Show Pen Racers in Black and Blue. Beauty Homers in Reds, Yellows, Silvers and few Black Bars. — A. J. Lauer, 38500 Nine Mile Rd., Northville, Mich (559-759)

STARLINGS

Black English Starlings. — Youngsters from imported stock, real quality. — George Gargen, 1391 Lake Dr., Okauchee, Wis. (359-559)

STRASSERS

Barless Blue Strassers. We have some to spare. — Hans J. Tiessen, Madrid, Nebr (259-159)

Red Strassers. — Pairs and odd cocks. Clever Smith, 105 N. Earl St., Shippensburg, Pa. (359-559)

SWISS MONDAINES

Mated Pairs and extra cocks. — Edmond Hileski, Route 3, Allegan, Mich (359-559)

TIPPLERS

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Lyndhurst, N. J. (459-360)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. — Reasonable prices. — George Bender, 4526 S. Talman Ave., Chicago 32, Ill. (359-260)

High Flying Tipplers. — Nice marking $3 pair, two pairs $5.—Avalon Canary Farm, Chester, Md. (1058-959)

TRUMPETERS

Bokhara Trumpeters. — Quality birds carefully bred. No surplus at this time — Dick Wagner, Forsyth, Montana. (259-160)

English Show Trumpeters in seven colors mated for $1.50 to $6 a pair, and 43 other breeds. — Tony Andert, 325 W. Maryland Ave., St. Paul 17, Minn. (459-659)

TUMBLERS

Crested Muffed Tumblers. — J. Pudlinski, 3631 E. Aurora Rd., Twinsburg, Ohio. (359-260)

Komorner Tumblers, Magpie marked. Beautiful crests and markings. — Von Parsons, 115 Rogers, Golden, Colo (559)

English Shortface. - Reg. [illegible] Longface [illegible] Red, Black, Blue — Harry Reas[illegible] Route 3, Reading Pa. (559)

Red Clean Leg Self Tumblers, bred from leading bloodlines. Satisfaction guaranteed. — Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (159-1259)

Clean-Leg Tumblers with pearl eyes. Blues, Kites and Black checks $1 and $3 a pair. — Chris Sauppee, [illegible] 8th St., Hialeah, Fla. (159-759)

Exhibition Komorner Tumblers. — Crested Magpie marked All colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio (459-659)

Vienna Shortface. - All colors, selfs. Disposing wonderful stud money back guarantee. — John Owens, 3105 Gwynn Oak Ave., Baltimore 7 Md (559)

Komorner Tumblers. — Magpie marked. All colors Rocky Mountain Komorner Club. — Curt Oberhansly, 453 E. Truman Ave., Salt Lake City, Utah. (159-1259)

Long Face, Clean Legged Selfs in White, Black, Red and Yellow. Only those interested in top quality need inquire. — J. D. Houseman, 865 36th St., Altoona, Pa (359-360)

Red, Yellow, Black Bars, Cleanleg Self Tumblers for sale. Curran strain direct. No better blood to be had. — George Polochi, Route 2, Onondago Rd., Camillus, N. Y. (359-559)

Cleanleg, Self Tumblers. — Small [illegible] stud in Blacks or Whites of [illegible] size and type, seamless banded $2 pair. [illegible] Ave., [illegible] N. Y. (559-759)

Special Sale. — Muff Tumblers, show birds, Yellow, Reds, Silvers, Blacks $5 a pair or less if three or more pairs are purchased. Stamp please. — Tony Andert, 325 W. Maryland Ave., St. Paul 17, Minn (459-659)

TURBITS

Western Turbit, Frill, Owl Club. Annual and Sectional meets, bulletins [illegible] $2 yearly [illegible] initiation fee. — Jim Muir, Secretary-Treasurer, 319 W. Fairview Blvd., Inglewood, Calif. (359-559)

American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3. Juniors $2. — G. J. Kleinpell, Sec.-Treas., 4729 [illegible] Rd., Cleveland 9, Ohio (459-959)

VARIOUS BREEDS

Fantails, Muff Tumblers. Reasonable — Mrs. Odin Olson, Willmar, Minn. (359-559)

Doves, Pouters, Rollers, Parlor Tumblers.—Wayne Lewis, Marion, Ala. (758-659)

5/1959

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American Pigeon Club Championships

By JAMES G. ANDERSON, Secretary-Treasurer

Pigeons which during the 1958-1959 show season have won the first leg on the American Pigeon Club's Championships. Competition is limited to birds wearing Seamless American Pigeon Club Bands and exhibited by a member of the American Pigeon Club. Best birds must be bred by the exhibitor. To win the championship and the accompanying $25 the bird must have three wins as best of breed at the annual meet of the Specialty Club sponsoring the breed, under three different judges, and one of these wins must have been as a young bird.

1. John Hergert's Yellow Baldhead Tumbler Cock No. 8519-58 Western Tumbler Club, Chicago Show, John Kerscher, Judge.

2. Karl Otto's Powdered Silver Cock No. 314-58. Eastern Fantail Club, Elisha Hanson, Judge.

3. James G. Anderson's Blue Dragoon Hen No. 278-58. Eastern Dragoon Club, Boston Show, Paul A. Shaw, Judge.

4. James E. Draper's White Roller Cock No. 9696-58. New England Roller Club Boston Show, Edward Domm, Judge.

5. Robert McCenemy's Red Check Flying Roller Cock No. 6667-58 Bay State Flying Roller Club, Boston Show, Jerome Bradbury, Judge.

6. Frank B. Carter Jr.'s Black Fantail Cock No. 820-58. New England Fantail Club, Boston Show, John Spuria, Judge.

7. James E. Griffith's Black LFCL Tumbler Cock No. 393-58. American Tumbler Club, Boston Show, Albert Berry, Judge.

8. John Hergert's Red Baldhead Tumbler Cock No. 8485-58. Bald and Beard Club, Boston Show, E. Griffith Judge.

9. Ray Kirchen's Black Muffed Tumbler Hen No. 402-58. Muffed Tumbler Club of America, Boston Show, James F. Fonseca, Judge.

10. Karl Otto's Powdered Silver Fantail Cock No. 314-58 Central Fantail Club, Milwaukee Show, Robert Boehland, Judge.

11. Philip [illegible] Black African Owl [illegible] Holly, N. J. American Owl Club, [illegible] Show, Carl Bas[illegible]

12. [illegible] Red Jacobin Cock [illegible] Jacobin Club, Spring[illegible] Fred Seibel, Jud[illegible]

13. [illegible] Yellow Blue Wing[illegible] [illegible] Pigeons, [illegible]

14. D[illegible] Yellow Magpie Cock No. 2437-58. Pacific Magpie Club, Pageant of Pigeons, William Penson, Judge.

15. Henry Timm's Red Laced Satinette Cock No. 1469-58 Pacific Oriental Frill Club, Pageant of Pigeons, J. J. Lund, Judge.

Flying Tippler Association News

By WILLIAM G. HOFFMAN, Publicity Director

Thanks to our good Editor's generous allotment of space to Flying Tippler publicity in recent issues of A.P.J., interest in this grand old breed has increased by leaps and bounds. Membership in the F.T.A. has grown at a rate unprecedented in recent years, and at last report our number had more than doubled itself. Among the newest addition to our ranks are: Jim Andersan, Halloway, Minn., Joe Bender, Chicago, Ill., Walter Bernard, Miami, Fla., John Boyle, Oakland, Calif., Len Castellano, Mt. Vernon, N. Y., Mike Contreello, Jersey City, N. J., Jim De Gregorio, Montvale, N. J., Ted Dubuc, Holyoke, Mass., Gus Hakans, Bronx, N. Y., Andy Hockenberry, Louisville, Ky., Charles Hurt, Pearl River, N. Y., Carl Krauss, Baltimore, Md., Bob Kreegier, Skokie, Ill., Anton Lemli, North Brunswick, N. J., Geo Ludwig, Philadelphia, Pa., Bryan Martin, Austin, Texas., Ken Nuetzel, Milwaukee, Wis., R. Parker, Sarasota, Fla., Bill Robbins, Greenville, S. C., Stan Smitt, Romulus, Mich., John Tillman, Glendale, N. Y., and Harry Wade Baldwin, N. Y.

The Flying Tippler entry at the Milwaukee Grand National seemed to prove anew that there are still many fanciers who hold to the contention that the show pen is not the place for a flying breed. It is a pity that so many feel this way. I think the Tippler fancy could profitably borrow a page from our friends in the Roller fraternity. There is little room for doubt but that the Roller pigeon owes much of its present popularity to those fanciers who see to it that their breed is well represented at practically every show in the country. Possibly it is true, as some claim, that some of the winners are not top quality performers. I don't know. Regardless of whether it is or not is of no great importance as I see it. The really important consideration is the fact that there are probably more fanciers interested in the flying qualities of the breed at present than there were back in the day when Rollers were seldom seen at most shows. While I consider myself to be no more a prophet than I am "authority on Tipplers"—as our friend, Mr. Hollmann has so graciously but inaptly described me—I will venture to predict that when and if the time ever arrives when Flying Tipplers are shown by the hundreds, instead of by the dozens, interest in the competitive flying sport which is now all but non-existant, will

have reached an all-time high. Showing flyers, provided they are of a type that is suitable for the purpose, or even breeding a few pairs especially for show, as so many of the British and Canadian fanciers do, adds a great deal of interest to the hobby and helps keep the breed in the public eye.

Fifty-two Flying Tipplers were shown by twelve fanciers at Milwaukee. As usual, the print classes accounted for almost fifty percent of the entry; old cocks numbered 8, first going to Hoffman. Five old hens; first to Mueller. Young cocks, 4, first to Duerr. Eight young hens; first to Hoffman. In mottles there were but two old cocks, three old hens, three young cocks and four young hens. First places, respectively, went to Hoffman, Bouma, Hoffman and Marshall. In A.O.C. there were four birds each in o. c., o. h., and y. m., and three in y. h. Firsts to Duerr, Lagos and Mueller. Champion Flying Tippler was given to the old print cock shown by the writer and bred by Louis Smith of Warrington, Pa. Best opposite Sex and Best 1958-bred went to Jack Mueller's young A.O.C. hen. The judging was capably performed by that grand old-ary should see the Tippler entry pass first Tippler show quite a few years before most of us first saw the light of day. In one respect the Milwaukee meet was a great improvement over previous meets. Usually, the local entries account for the greater majority of the total. But in this case, forty-nine of the fifty-two birds shown, were shipped from the States of Connecticut, Illinois, Massachussetts, Michigan, Maryland, New Jersey and South Carolina. Our next annual meet at the Atlantic City Grand National next January should see the Tippler entry pass the one hundred mark for the first time since pre-W. W. II days.

The 1959 competitive season got off to a flying start—no pun intended—on April 12 with Red Dubuc of Holy Cross, Mass., turning in the winning time of 12 hours 13 minutes. Also competing were John Duerr, Westmont, N. J., and Henry Luedemann, Detroit, Mich. As often happens, several would-be competitors found that their kits of old cocks which flew well as youngsters last season, now are more interested in mating than in flying, and refuse to act like flyers on workouts. Sal Fatta, who had planned to fly a kit of early hatched youngsters, had the misfortune of losing the whole lot on overflys. It often seems like a good idea to mate up the stock birds right after the first of the year and get an early-hatched kit on the wing. But unfortunately, weather conditions frequently are much less than favorable when the time arrives for settling the squeakers. Strong winds, periods of precipitation that make it necessary to keep the youngsters in when they should be on the roof familiarizing themselves with the surroundings, the possibility of sudden changes in the weather and the shortness of the days all combine to make the handling of an early-hatched kit a risky, and very often, disappoint-

(Continued on Page 229.)

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hatch properly: Several days before eggs are due to hatch, moisten your fingers with luke warm water from your mouth and rub gently around the egg from the center to the big end. Then when eggs are just pipping, do this again. You will find this helps the youngsters to break through and otherwise too brittle shell. If you will keep bath water before the birds at least three times per week this should not be necessary.

Mr. Rieth has sent in a write-up on his recent trip through Maryland, which you will find interesting. This will be published under a separate heading under his name. I hope this is so. I would like to receive more of this kind of news. How about you fellows out west and far west who visit around. Send to me under your own names and I will forward along with other news to the Editor who have promised to use this information, for the A.O.F. Club and other fanciers. I hope all of members appreciate the fine work of our new Secretary in getting out the News Bulletins Quarterly. This is a bigger job than many of you may think and he deserves credit for the time and patience he puts into this.

Flying Tippler Ass'n. News
(Continued from Page 226.)

ing, business.

To judge by the volume and inquiring nature of the letters I've received since donning the F.T.A.'s P.D. I'd there are many readers who apparently have taken Mr. Hollmann at his word, and believe that I really am an authority on Tipplers. Which, of course, I'm not. I must admit though that it is something for one's ego to be described by such a flattering title. It gives you a lift to know that others think you know a lot about something when you really don't at all. So I was feeling pretty good for a day or so after the arrival of the December issue in which the title was first conferred upon me, until a girlish shriek emitted from the bathroom (where much of my reading is done) "Hey, Mom! Guess what's an outstanding authority now?"

New Pigeon Club in Kirkland, Wash.
By Bob Van Curen, Sec.-Treas.

We have organized a new pigeon club in this area, to be known as the Lake Washington Pigeon Fanciers Association. This club has 21 members at present. We meet the last Sunday of each month at 1 p.m. at 8706 High Avenue N.E.

The officers for 1959 are Charlie Anderson, President; Rolf D. Johanson, Vice-President; and Bob Van Curen, Sec.-Treas. We publish a Club Bulletin every month by the name of the LWF Bulletin.

The LWF extends an invitation to all pigeon fanciers to join our club and receive our bulletin, show bulletin, membership card and everything else that goes with the small membership price of $1.00 a year. Join this fast growing club by writing to the Secretary, Bob Van Curen, 844 Kirkland Ave., Kirkland, Washington.

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Maple Homers. — 800 mile strain. — Alfred Anderson, 3815 Binney, Omaha, Nebr. (1158-1059)

Racing Homers. — The finest pedigreed stock. — King Lofts, Box 1, Hayward, Calif. (559-759)

Racing Homers. — Special sale $1 each or whole loft. — Peter P. Albano, Crystal City, Mo. (659-859)

Extra Fine Racing Homers $5 pair. — D. F. Norwood, 340 Houston Harbor, Houston 20, Texas. (459-360)

Flying Homers. — Pure White Logans $5 a pair, here. — George Hand, Route 2, Cazenovia, N. Y. (759)

1959 Banded, Yellow Checks and Bars. Racing stock $7.50 pair. — John Buckholz, Route 5, Chillicothe, Ohio. (759-959)

Racing Homers.—Selected banded at $2 pair. 50 other varieties. Send for free price list.—Avalon Canary Farm, Chester, Md. (1058-959)

Young Pretty Trenton Racing Homers for training now at a cheap price, $3 pair or two pairs for $5. — R. Kocher, Birdsboro, Pa. (759-959)

Jet Black Schimmels, pure White Soufels; Grizzled, Pied Logans $5 pair; solid Red Gitts $7 pair. Excellent racing stock. — Bock, Greenbank, Wash. (559-759)

Wegge and Sion Racing Homers. Long distance strain $4 pair, also Rat Terrier pups $10-$15. Guaranteed ratters. — Emil Schroeder, Cuero, Texas. (559-759)

Purebred Racing Delbars, all from pedigreed parents, mated pairs $10, single birds $4 each. — Chas. L. Rowland, 518 Pecan Dr., South Houston, Texas. (259-759)

U. S. Army Strain Racing Homers. — Adult pairs $3.50 per pair. Three pairs $10. My choice of colors. — Homer Robinson, 324 East Jackson, Muncie, Ind. (659-859)

Racing Homers. — Selling out complete stock or part. Money refunded if not satisfied within 10 days. Correspondence a pleasure. — Santo Goudelias, 43 Jackson St., Brentwood, L. I., N. Y. 759)

Good Quality Sion and Stassarts, AU banded, regular $10 now $5 pair. Youngsters $1.25 each. Ten or more $1 each. Solid Yellow and solid White youngsters $2 each. I raised and trained Homers in Army. — Nicosia, 320 North 18th, Waco, Texas. (659-859)

ROLLERS

Birmingham Rollers. — Paul Geiser, Manasquan, N. J. (159-1259)

Pedigreed Pensoms. — Alex Tubel, Lin[redacted]d Ave., Vineland, N. J. (259-759)

Extra Fine Tight Spinning acrobat Rollers. Reasonable. — Allen Daniel, Gratz, Pa. (559-460)

Baldheads in all colors. Also solid colors. — Walter Arks, 4338 South Mozart, Chicago, Ill. (559-759)

Birmingham Rollers $2.50 per pair. — — E. J. Langdon, Route 1, Box 17, Hornersville, Mo. (759-959)

Pure Pensom Rollers. — Show or performing, all colors. Stamp. - Bill Johns, Franklin, N. J. (659-859)

Rollers. — Bred to fly, kit and spin $5 pair. — Water Donakowski, 515 Cedar St., Alpena, Mich. (759-959)

Old Strain.—High straight flying Endurance Rollers, bred primarily to fly long hours. — Louis Schreiner, Pannister, Mich. (1058-959)

Birmingham and Pensom Rollers. — Have good performance and type. Always a few for sale. — Ron Baird, 561 N. Marshall, Marshall, Mich. (759-959)

Birmingham Rollers. — Can spare a few youngsters bred from my best spinners. Satisfaction guaranteed. — W. H. Pensom, 8140 Quartz Ave., Canoga Park, Calif. (559-759)

Ideal Roller Club. — Young bird show at Mount Holly, New Jersey, on Sunday August 23rd. For information please write: William Cowie, 3604 York Rd., Philadelphia 40, Pa. (759)

Sanger-McAree Whittingham Rollers, adults and youngsters offered by one of the largest Roller lofts in the East, $5 pair, three pairs for $10. — John Dupont, McClaren Road, Tewksbury, Mass. (858-759)

SHOW RACERS

Show Pen Racers and German Beauty Homers. — King Lofts, Box 1, Hayward, Calif. (559-759)

All Birds Must Go. — Many show winners included. — Wayne Clautier, 65 East 44th St., Hialeah, Fla. (759-959)

Show Pen Racers in Black and Blue. Beauty Homers in Reds, Yellows, Silvers and few Black Bars. — A. J. Lauer, 38190 Nine Mile Rd., Northville, Mich. (559-759)

Show Pen Racers, one lot of 75 banded 1959 birds in all colors, some outstanding birds in this lot at $1 each here. Also a few good old breeders and show birds for sale at $7.50 a pair here. Must be satisfied. Now is the time to buy. — George Hand, Route 2, Cazenovia, N. Y. (759)

STRASSERS

Black, Red, Blue Barless Strassers. — A small but select stud. A few good birds occasionally for sale. — Wm. M. Roth, 213 Clapboard Ridge Rd., Danbury, Conn. (759-1259)

TIPPLERS

Tipplers. — $5 and $10 a pair. Guaranteed. — Richard Walters, Route 2, Three Oaks, Mich. (759)

High Flying Tipplers. — Nice marking $3 pair, two pairs $5.—Avalon Canary Farm, Chester, Md. (1058-959)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Seinau, 202 Hollywood Ave., Union, N. J. (459-360)

Mile High Flying Tipplers. — A unique, closely bred family -of long and high flyers. Every member must be able to outfly the falcon. — Robert Sonheim, 2500 E. Grove, Boulder, Colo. (759-959)

Tipplers. — Longest flying record time. Old and young birds, FTA 1959 show and fly member, Flying Tippler Association. Stamp for reply. — Red Dubuc's Hi-Flying Tipplers, 333 Main St., Holyoke, Mass. (759-959)

Tippler Breeder and Flyer 40 Years. — Young Yellow $5 pair, old $10 pair. Also some imports from Europe. — John Schenack, 332 Riverside Ave., Lyndhurst, N. J. (759-959)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. — Reasonable prices. — George Bender, 4526 S. Talman Ave., Chicago 32, Ill. (359-260)

TRUMPETERS

Bokharas. — Odd males for sale. — Write Harold Zweizig, 207 North Second St., Hamburg, Pa. (759)

Six Pair of Bokhara Trumpeters in Dun, Black and Red. Bred from imported bloodlines, $10 per bird. — A. L. Grace, 99 Warsaw St., Lackawanna, N. Y. (659-859)

Bokhara Trumpeters. — Quality birds carefully bred. No surplus at this time. — Dick Wagner, Forsyth, Montana. (259-160)

TUMBLERS

Crested Muffed Tumblers. — J. Pudlinski, 3631 E. Aurora Rd., Twinsburg, Ohio. (359-260)

Moorhead and Muffed Tumblers, mismarked, White. Young and mated pairs. — Donald Powell, Route 1, Carbondale, Pa. (759)

Red Clean Leg Self Tumblers, bred from leading bloodlines. Satisfaction guaranteed. — Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (159-1259)

Clean-Leg Tumblers with pearl eyes. Blues, Kites and Black checks $4 and $5 a pair. — Chris Sauppee, 346 E. 8th St., Hialeah, Fla. (459-759)

Exhibition Komorner Tumblers.—Crested, Magpie marked. All colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (759-959)

Komorner Tumblers. — Magpie marked. All colors. Rocky Mountain Komorner Club. — Curt Oberhansly, 453 E. Truman Ave., Salt Lake City, Utah. (159-1259)

Parlor Rollers. — Tight ground spinners, champion 1959, National, $10 pair, old hens $4 each. — Raymond Byers, 222 W. McVey, Dallas 24, Texas. (759-959)

Back Self Cleanlegs. — Few youngsters and breeders to spare. These are from Bill Matlack's best. I guarantee satisfaction. — K. R. Hogan, Durant, Iowa. (759)

Long Face, Clean Legged Selfs in White, Black, Red and Yellow. Only those interested in top quality need inquire. — J. D. Houseman, 865 36th St., Altoona, Pa. (459-360)

Baldheads All Colors, modern.. type. Satisfaction assured. Also a few barred selfs in Blue, Mealy and Creams. — P. F. Wannemacher, Amityville, Long Island. (659-859)

Solid White Moorhead Tumblers. $5 pair from my fancy stock. Only one pair to customer. Order from this ad. Will refund money if sold out. — L. C. Briggs, Colony, Kans. (759)

Cleanleg, Self Tumblers. — Small select stud in Blacks or Whites of proper size and type, seamless banded $20 pair, three pairs $50. — G. Clift, 120 Maplewood Ave., Syracuse 5, N. Y. (559-759)

Relocating. — Sale, quality Parlors, rollers and singles. Yellows, Reds, Blacks, Splashes. Mated pairs $5, odd birds $2.50, unsexed youngsters $1.25 each. Birminghams and Doves. My price or make offer. — King, 2518 E. Bay City, Texas. (759)

TURBITS

Modern Type Turbits in Blacks and Duns. A few quality birds available. Satisfaction guaranteed. Member WTF OC, ATC. — Stan Carpenter, 18343 Ingomar St., Reseda, Calif. (659-859)

American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3. Juniors $2. — G. J. Kleinpell, Sec.-Treas., 4729 Pearl Rd., Cleveland 9, Ohio. (459-959)

VARIOUS BREEDS

Rare. — Goldkragens, Larks, Crescents. Bob Beaver, Farmersville, Texas. (1258-1159)

Fancy Pigeons. Bantams, Pheasants, Waterfowl. — Morgan Meehan, West Peabody, Mass. (159-1259)

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Los Angeles Pigeon Club

AUGUST 1959 BULLETIN

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LAPC Bulletin 8/1959

Pictured above with his outstanding array of Trophies, is Mr. Cyril Meredith of England, whom we thank for his excellent contribution.

THE FLYING TIPPLER - By Wm. Pensom

Although the Flying Tippler is by no means unknown in this part of the world, there are no breeders who indulge in competitive flying. They are content to have their kits fly for as long as they choose to do so. There is not enough daylight in So. Calif. to encourage the sport since it gets dark around 8:00 P.M. In other parts of the U.S. and Canada, some very good times are often recorded. Britain is where the flying tippler originated, and since the introduction of organized competition, the breed has achieved some amazing results which are quite beyond the understanding of anyone except those breeders who cultivate these pigeons. It is gratifying to see that the sport has extended to Europe and that the German fanciers in particular, are making much headway.

The existing record of 19 hours and 42 minutes, flown by a kit of three birds belonging to Mr. A. Loach, is far more than a fine achievement. The previous record of J. Cockayne of 19.32 hours was an amazing feat and one which was supposed by many to be unbeatable. Will the existing record ever be broken? It remains to be seen. This record is remarkable since it was recorded in competition. I do not think it is unusual for kits to fly longer and beyond the stipulated competition period. I have known fanciers who have claimed their birds flew over twenty hours, and I had no reason to doubt them, but records can only count in competition and under competitive rules. There are many tippler breeders in Britain and it would be impossible to record all their achievements. It would also be an injustice not to make mention of them either, since fanciers all contribute to the success of each other.

Mr. Meredith is now completing his third year as President of the National Tippler Union. He was also made a life member together with two other well known fanciers, namely, W. Hathaway and Norman Govier. This in itself is a great tribute to the qualifications of these great breeders, and a truly deserving one.

Tippler flying is not easy; in fact it is more heartbreaking than the usual run of pigeon keeping. For instance, one can take great pains to train a kit for a given date, and then lose it a few days before the Fly. The weather also contributes to the sufferings of the tippler man, for it is always odds on that the weather will be against good results. However, these fanciers can take it and they do not know defeat; a rare condition nowadays.

One of the greatest fanciers of the High Flying Tippler is Mr. Cyril Meredith of Smethwick, England; an old friend and neighbor of mine for many years. I have never quite realized the achievements of such fanciers until of late. I feel there are pigeon breeders about who are interested in having a glimpse of what Tippler flying really involves. Therefore I asked Mr. Meredith to favor me with a reply to this end. Nothing gives me greater pleasure than to bring to the notice of the fancy the achievements of this most outstanding breeder. The accompanying photographs speak volumes, especially as all the trophies are silver. The group picture is of the Birmingham Tippler Society and appears to have been taken in the Tamworth Arms; at least the table is familiar. Mr. Meredith describes the various competitions he has flown in and I can do no better than to quote him verbatim:

"I am pleased to say I won the first two old bird competitions this year. Thirteen hours and twenty eight minutes at Easter. Lighting up time at 7.1 and droppers were put out at 7.28 p.m. and had them all down by 7.35 p.m. Liberation was at 6.a.m. The birds flew magnificently all day, till they split up in the dark. On Whit Monday I had even a better day. Wind slightly North East, liberation at 4.30a.m. The birds raked at a good height all day and I put out the droppers at 10.16.p.m. Lighting up time at 9.31.p.m. Time flown, 17 hours, 46 minutes. I was baffled by the moonlight and saw my kit close together at 10.10.p.m. I got my first bird at 10.25.p.m., my second at 10.27.p.m. and the last bird at 10.30.p.m., just on the eighteen hour mark.

Our team won the National Tippler Union Shield at Easter, Meredith 13.28, Boden 13.20 and Taylor 13.5., a total of 39 hours 53 minutes. We also won the Shield again at Whitsuntide, Meredith 17.46, Boden 17.41, Higgs 16.55; a total of 52 hours and 23 minutes. This being a good time Whit Monday which came early this year, 18th of May. We also won the Whit fly last year with a total of 53.15. hours May 26th. I have had a grand run with old birds since 1956, times as follows: Whit 1956 17 hours 31 minutes. Long Day fly 1956, I flew 18 hours 29 minutes, Whit 1957 18 hours and 41 minutes, long day 1957, 16 hours 4 minutes, Whit 1958, 17 hours 43 minutes, Long Day fly 1958, strong S.W. wind and rain, flew 13.55, Whit, 1959, 17 hours 46 minutes.

I have been doing pretty well in the National competitions, 1st and 2nd Central section this year, 1957 I was first twice central section and 2nd in the Sam Billingham memorial cup 1956 long day fly. Our club is growing stronger every year and we have at the present time thirty active members. Flying the birds in the dark is very trying. We have three weeks to go yet for the long day fly. I put my droppers out last night during a training flight, at 10.45.p.m. and I got my last bird at 11.10. This meant 11.30 before I finished feeding and then to bed, and it will be up at 11.30 later on. It is a big strain every other night but in order to win, one has to do this."

The picture of Mr. Meredith with some of his trophies, makes a fine picture, and he informs me that the largest cup is the National Tippler Young Bird Championship trophy which he won outright in 1934-1935 with 16 hours 20 minutes, flown on the August Monday. Reading from left to right is the Birmingham Old Bird Championship Cup which he won outright, next is the aggregate B'Ham cup also won outright, next is the B'Ham young bird cup with times of 16.20, 16.18, 10.35, this last time flown with three ten weeks old birds. Next we see another B'Ham young bird cup won outright, and next is an aggregate cup won outright. The large cup at the back is the Birmingham Old Bird Championship cup on which Cyril has three wins. Next is the National Tippler Union five fly aggregate cup won in 1957 with an aggregate of 68 hours 3 minutes.

The medals consist of three gold International medals, two gold young bird championships N. T. U. Two gold medals young bird record Birmingham. Three gold medals for the Old bird record B'Ham, 18.25, 18.29 and 18.41 hours. The miniature trophies including the shield, represent wins in the N. T. U. and sectional medals.

While congratulations are in order for Mr. Meredith, I feel it is not enough, but what else can be said of such a fine achievement. It must rank as one of the best examples of pigeon keeping ever, and long may he continue to enjoy his hobby. His example has been set and the younger fancier is the richer for it.

MEMBERS-BIRMINGHAM ENGLANDFLYING TIPPLER CLUB.

Roller picture taken from Wm. Pensom's book, "The Birmingham Roller."

BIRMINGHAM ROLLERS
By Wm. H. Pensom

A few of my friends have been having a rough time trying to get their young birds on the wing. The complaints are; they will not fly, they drop in the trees or on the houses, they fly all over the sky, etc.

There is no excuse for not being able to get a kit of young rollers on the wing in a few days, providing they are strong enough to fly. If their parents came out of the palm trees, this in no way effects them as fliers. Probably the biggest mistake is over-feeding, and being fed with the wrong kind of grain. The weather is actually too warm for flying pigeons during the day, so in order to get the best results we have to fly them in the coolest period, which at the present time is about 6:00 a. m. and again in the evening at 6:00. It is best to fly only once a day until the kit is well established. The flock should be kept hungry enough so that they will follow in bulk any grain of feed that is thrown into the open loft after they have flown.

When they are all in they should be fed and left there until the next morning. They should be fed about half a crop full just once a day, but common sense will tell the fancier if they are having enough or not. If they will not fly long enough they want more to eat. If they will not go into the loft when wanted to they are having too much. A properly fed roller will fly all day when in form. When the kit is first started, we should fly at least twenty five, and any bird or birds which hang at the back of the kit, or come to drop early, or look inclined to drop on somebody's front lawn, should be taken out and it might mean that half the kit will have to be taken out in order that the remaining half will fly high and for a reasonable length of time. If this does happen, then the kit can be gradually built up of the delinquents which may improve, or by adding other youngsters as they come along.

Everything should be done to cause the kit to fly close together and to fly high. There is nothing to it, but never blame pigeons for not flying; blame yourself. They have to fly before they become spinners and this follows with age and regular treatment.

Finally, the loft should be either completely dark or near enough so.

ANTWERPS from GERMANY-continued from pg# 6

in this country are bred better Barbs than Carries. Once the whole famous Richardson Barb strain went to Bremen and fanciers like Menzel, Finanzrat Muetze, A. O. Zink and, not the least, L. Nobis knew how to breed a typical Barb. Forgive me if I say frankly that not all Barbs as shown in your marked catalogues looked good to me. Whites seemed to have too long feathers and too long necks, did not look in my humble opinion, typical enough.

The Antwerps have had a glorious day and we hope that ere long, they will return in all their glory.

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ROLLERS

Birmingham Rollers. — Paul Geiser, Manasquan, N. J. (159-1259)

Extra Fine Tight Spinning acrobat Rollers. Reasonable. — Allen Daniel, Gratz, Pa. (559-460)

Pedigreed Pensoms $10 per pair with papers. — Alex Tubel, Route 1, Vineland, N. J. (959-260)

Rollers. — Fireball $1.50 each, guaranteed to roll. — M. C. Thulin, Route 1, Miami, Okla. (859-1059)

Birmingham Rollers $2.50 per pair. — — E. J. Langdon, Route 1, Box 17, Hornersville, Mo. (759-959)

Baldheads In All Colors. — Also solid colors. — Walter Arks, 4338 South Mozart, Chicago, Ill. (859-1059)

Rollers. — Bred to fly, kit and spin $5 pair. — Water Donakowski, 515 Cedar St., Alpena, Mich. (759-959)

Old Strain.—High straight flying Endurance Rollers, bred primarily to fly long hours. — Louis Schreiner, Bannister, Mich. (1058-959)

Birmingham and Pensom Rollers. — Have good performance and type. Always a few for sale. — Ron Baird, 564 N. Marshall, Marshall, Mich. (759-959)

Baldhead Birmingham Rollers. Yellows, Yellow Barred Creams and [illegible] Barred Blues $3 pair. — [illegible] ly, Route 2, Box 321, Layton [illegible] (859-1059)

Ideal Roller Club. — Our sincere [illegible] to all of our good members and friends who made our Second Young B[illegible] a success. — Wm. Cowie, Sec[illegible] York Rd., Philadelphia 40, Pa. [illegible]

Sanger McAree-Whittingham Rollers. One of the largest stuns of [illegible] Tho[illegible] beautiful to [illegible] on a great display in the [illegible] pairs for $5, three pairs for $10. [illegible] Dupont, Mel[illegible]ren Rd., Tewskbur[illegible] Mass. (959-860)

SHOW RACERS

All Birds Must Go. — Many show winners included. — Wayne Clautier, 65 East 44th St., Hialeah, Fla. (759-959)

STARGARD ZITTERHALS

Stargard Zitterhals. — Black, Red, Monks, Priests, Frillbacks. — Ste[illegible] Miller, 231 South 4th St., Hamburg, Pa. (959-[illegible])

STRASSERS

Black, Red, Yellow, Black laced Strassers. Pairs, singles, youngsters, good color and markings. — Clever Smith, 105 North Earl St., Shippensburg, Pa. (859-1059)

Black, Red, Blue Barless Strassers. — A small but select stud. A few good birds occasionally for sale. — Wm. M. Roth, 213 Clapboard Ridge Rd., Danbury, Conn. (759-1259)

SWALLOWS

200 Good Red Spangle Swallows $5 pair. Trade for Jacobins. Order from ad. — M. Calosso, Route 2, Box 218, Galt, Calif. (959-[illegible])

Swallows. — Many colors [illegible] $2.50 up, each. Few [illegible] $1 each. — F. R. Reed, 1586 Ixora St., North Fort Myers, Fla. (959-1159)

SWISS MONDAINES

Interested In Production? If so, you'll like my White Swiss. Mated pairs $6 to $8. Youngsters $2 and $2.50. Indian Mondaines slightly higher. — Hans Wetter, Orofino, Idaho. (859-1059)

TIPPLERS

High Flying Tipplers. — Nice marking $3 pair, two pairs $5.—Avalon Canary Farm, Chester, Md. (1058-959)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Seinau, 202 Hollywood Ave., Union, N. J. (459-360)

Mile High Flying Tipplers. — A unique, closely bred family of long and high flyers. Every member must be able to outfly the falcon. — Robert Sonheim, 2500 E. Grove, Boulder, Colo. (759-959)

Tipplers. — Longest flying record time. Old and young birds. FTA 1959 show and fly member, Flying Tippler Association. Stamp for reply. — Red Dubois Hi-Flying Tipplers, 333 Main St., Holyoke, Mass. (759-959)

Tippler Breeder and Flyer 40 Years. — Young Yellow $5 pair, old $10 pair. Also some imports from Europe. — John Schenack, 332 Riverside Ave., Lyndhurst, N. J. (759-959)

Tipplers. — Selling out, opportunity, six [illegible] Prud'hommes [illegible] Dun [illegible] kings includes three original [illegible] kes all or $10 pa[illegible] [illegible] 5201 Gartz St., Skokie, I[illegible] (959)

Tipplers. — From fifteen-hour flyers. M[illegible] old strain and crosses, beautiful colors including solid Black and [illegible] Reasonable prices. — George [illegible], 4526 S. Talman Ave., Chicago 32, Ill. (359-260)

TROPHIES

Ceramic Models and full colored pigeon [illegible] the most beautiful trophies. [illegible] Studios, Birmingham, N. J. (859-1059)

TRUMPETERS

Bokhara Trumpeters. — Quality birds carefully bred. No surplus at this time. Dick Wagner, Forsyth, Montana (259-160)

For Sale. — Twenty mated pairs, all banded Bokhara Trumpeters, Reds, Yellows, Duns, Blacks and Mottles $5 and $10 a pair. — Albert [illegible], 4928 Broadway, Depew, N. Y. (859-1059)

Bokharas. — Odd males, Black and Yellow, $5 each. Fullhead, Blue Barless, Swallow hen $10. Dun Self Tumbler hen $10. Almond cock $3. Black cock $5. Black Nun Cock $8. — Harold Zweizig, Box 205, Hamburg, Pa. (959)

TUMBLERS

Crested Muffed Tumblers. — J. Pudlinski, 3631 E. Aurora Rd., Twinsburg, Ohio. (359-260)

Five Pair Crested Shortface Reinaugen Tumbler pigeons. — Floyd Schoeman, 1001 Iowa St., Cedar Falls, Iowa. (959)

Parlor Tumblers. — Deep Reds only. Good birds at reasonable prices. — Marshall Isabell, Matthews, Mo. (959-1159)

Komorner Tumblers. Magpie marked, beautiful crests and markings. — Von Parsons, 1115 Rogers, Golden, Colo. (959)

Red Clean Leg Self Tumblers, bred from leading bloodlines. Satisfaction guaranteed. — Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (159-1259)

Exhibition Komorner Tumblers.—Crested Magpie marked. All colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (759-959)

Star Tumbler Loft. — Baldheads and selfs, most colors. Show or stock birds. Member Central Tumbler Club and American Bald and Beard Club. — Dean Armstrong, 7771 Monaco, Derby, Colo. (959-1159)

Parlor Rollers. — Tight ground spinners, champion 1959, National, $10 pair, odd hens $4 each. — Raymond Byers, 222 W. McVey, Dallas 24, Tex. (759-959)

Komorner Tumblers. — Magpie marked. All colors. Rocky Mountain Komorner Club. — Curt Oberhansly, 453 E. Truman Ave., Salt Lake City, Utah. (159-1259)

Baldheads, All Colors, modern type. Satisfaction assured. Also a few barred Selfs in Blue, Mealy and Creams. — P. F. Wannemacher, Amityville, L. I., N. Y. (9[illegible]-1159)

Berliner Longfaced Tumblers, all White, [illegible] Pure Saddles. All from im[illegible] for sale. [illegible] Rudolph [illegible] King St., Laureldale, Pa. (959)

Long Face, Clean Legged Selfs in White, Black, Red and Yellow. Only those interested in top quality need inquire. — J. D. Houseman, 865 36th St., Altoona, Pa. (459-360)

Cleaning Tumblers. — Reds, Yellows, Whites, Baldheads, Red, Silver and Blacks. Old and young birds for sale. — Walter E. Collins, 8 Fairbanks St., Worcester, Mass. (959-1159)

TURBITS

American Turbit Club. — Serving the fancy since 1897. Applications for mem[illegible] welcomed. "Ideal" [illegible] standard and bulletins furnish[illegible] Adults [illegible] $3. Juniors [illegible] Kenneth [illegible], Sec.-Treas., 4729 [illegible] Rd., Cleveland 9, Ohio. (459-959)

VARIOUS BREEDS

Rare. — Goldk agens, Larks, Crescents. — Bob Beaver, Fa[illegible]ersville, Texas. (1258-1159)

Fantails, Muff Tumblers, reasonable. Mrs. Odin Olson, Wilmar, Minn. (959-1159)

White Kings, Homers. Correspondence welcome. — Fike, Box 53, [illegible] Kings [illegible] (959-1159)

Fancy Pigeons. Bantams, Pheasants, Waterfowl. — Morgan Meehan, West Peabody, Mass. (159-1259)

Eleven Muffed Tumblers $14, two pair White Fantails, $6, Trumpeters, others. — Jim Inman, Storm Lake, Iowa. (959)

White Kings, Rollers, Racing Homers, $3 pair. Order direct from this ad. — E. E. Goss, 3616 2nd Ave., Columbus, Ga. (459-360)

Thailand Laughers, Thailand Fantails, 1st and 2nd from imports. — Homer Hamilton, Route 4, Winston-Salem, N. C. (759-959)

Suabians, Red, Black, Blondinettes, Dun, Moorheads, Blue, Red. — Wm. Pilltowski, 114 Eckford St., Brooklyn, N. Y. (859-1059)

Two Pair Homers $5, two pair utility Kings $5, odd birds $1. — Arthur D. Walker, Route 1, Box 98, South Haven, Mich. (959-1159)

Nuns, White and Yellow Homers, Pouters, Runts, Frills, Trumpeters. Reasonable. — A. Pulido, 75 Miller St., Highlands, N. J. (759-1259)

Producers of Quality Squabs, White and Silver Kings, Swiss Mondaines, Auto-Sexed Homers. — Pierce Truett, Jr., Conway, S. C. (1258-1159)

For Sale. — Colored Nuns, Priests, Ice Birds, Archangels, English Carriers. Harvey Correll, 29 North Second St., Hamburg, Pa. (959)

White Show Kings, Blue Hungarians, White Swiss Mondaines, Young birds $2 each, pairs $7. Golden Sebright and Dark Brahama Bantams $2 each, $5 trio. — H. F. McCreary, Route 4, Box 294-E, Olympia, Wash. (959-1159)

9/1959

SWISS MONDAINES

Interested In Production? If so, you'll like my White Swiss. Mated pairs $6 to $8. Youngsters $2 and $2.50. Indian Mondaines slightly higher. — Hans Wetter, Orofino, Idaho. (859-1059)

TIPPLERS

Tipplers. — Best long high flyers. — "Red" Dubuc, 333 Main St., Holyoke, Mass. (1059-1259)

High Flying Tipplers. — Nice marking $3 pair, two pairs $5. — Avalon Canary Farm, Chester, Md. (1059-960)

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Union, N. J. (459-360)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. Reasonable prices. — George Bender, 4526 S. Talman Ave., Chicago 32, Ill. (359-260)

TROPHIES

Ceramic Models and full colored pigeon plates make the most beautiful trophies. — Burl Studios, Birmingham, N. J. (859-1059)

TRUMPETERS

Bokharas. — Hens, cocks, pairs. Also Swallow hens, cheap. — Harold Zweizig, Box 205, Hamburg, Pa. (1059-1259)

Bokhara Trumpeters. — Quality birds carefully bred. No surplus at this time. — Dick Wagner, Forsyth, Montana. (259-160)

For Sale. — Twenty mated pairs, all banded Bokhara Trumpeters, Reds, Yellows, Duns, Blacks and Mottles $5 and $10 a pair. — Albert Albrecht, 4928 Broadway, Depew, N. Y. (859-1059)

TUMBLERS

Crested Muffed Tumblers. — J. Pudlinski, 3631 E. Aurora Rd., Twinsburg, Ohio. (359-260)

Shortfaced Moorheads, show Turbits. Visitors welcome. — Andrew Wigo, 512 Plymouth St., Wilkes-Barre, Pa. (1059)

Parlor Tumblers. — Deep Reds only. Good birds at reasonable prices. — Marshall Isabell, Matthews, Mo. (959-1159)

Parlor Rollers, Exclusively. — Most colors $5 to $10 pair. — Raymond Byers, 222 West McVey, Dallas 21, Texas. (1059-960)

Red Clean Leg Self Tumblers, bred from leading bloodlines. Satisfaction guaranteed. — Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (159-1259)

Exhibition Komorner Tumblers. — Crested, Magpie marked. All colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (1059-1259)

Komorner Tumblers. — Magpie marked. All colors. Rocky Mountain Komorner Club. — Curt Oberhansly, 453 E. Truman Ave., Salt Lake City, Utah. (159-1259)

Baldheads, All Colors, modern type. Satisfaction assured. Also a few barred Selfs in Blue, Mealy and Creams. — P. F. Wannemacher, Amityville, L. I., N. Y. (959-1159)

Longface Clean-Legged Baldheads in Blacks and [illegible] in top quality, need inquire. — J. D. Houseman, 865 36th St., Altoona, Pa. (1059-1259)

Vienna Tumblers. — Almond bred English Shortface Tumblers and White Crested Reinaugens. — E. Gracher, 1540 5th St., Manhattan Beach, Calif. (1059-1259)

American Komorner Tumbler Club. — Welcomes you. Dues $2 year. Write Secretary, Vernon Wolff, Route 2, Box 21, Crown Point, Ind. (1059)

Long Face, Clean Legged Selfs in White, Black, Red and Yellow. Only those interested in top quality need inquire. — J. D. Houseman, 865 36th St., Altoona, Pa. (459-360)

Cleanleg Tumblers in Red, Yellow, White and bars. Also Baldheads in all colors. Bred from winning bloodlines. — George Polochi, Route 2, Onondago Rd., Camillus, N. Y. (1059-1259)

Cleanleg Tumblers. — Reds, Yellows, Whites, Baldheads, Red, Silver and Blacks. Old and young birds for sale. — Walter E. Collins, 8 Fairbanks St., Worcester, Mass. (959-1159)

One Pair White Shell-Crested, longface [illegible] Show Tumblers $15, or will [illegible] Black Tailmark Fan[illegible] Minnerick, 4366 Airline [illegible], Mich. (1059)

Star Tumbler Loft. — Baldheads and selfs, most colors. Show or stock birds. Member Central Tumbler Club and American Bald and Beard Club. — Dean Armstrong, 7771 Monaco, Derby, Colo. (959-1159)

TURBITS

Twelve Quality Turbits. — Blues, Silvers and Blacks. — E. Gracher, 1540 5th St., Manhattan Beach, Calif. (1059-1259)

Turbits. — Standard colors kept. Birds occasionally for sale. — Di Bartolo, 19 South Munn Ave., Newark, N. J. (1059-1259)

American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3. Juniors $2. — G. J. Kleinpell, Sec.-Treas., 4729 Pearl Rd., Cleveland 9, Ohio. (459-959)

VARIOUS BREEDS

For Sale. — Pigeons, Bantams. — John Werner, Galena, Ill. (1059)

Rare. — Goldkragens, Larks, Crescents. — Bob Beaver, Farmersville, Texas. (1258-1159)

Fantails, Muff Tumblers, reasonable. — Mrs. Odin Olson, Willmar, Minn. (959-1159)

White Kings, Homers. Correspondence welcome. — Fike, Box 53, Iola, Kans. (959-1159)

Fancy Pigeons, Bantams, Pheasants, Waterfowl. — Morgan Meehan, West Peabody, Mass. (159-1259)

Giant Homers, Rollers, quality birds, [illegible] — Christian Miller, Box [illegible], Shipshewana, Ind. (1059-1259)

English Pouters, very reasonable. Red Fireball Rollers, eight for $5. — Millard Gillham, Fairgrove, Mo. (1059)

White Kings, Rollers, Racing Homers, $3 pair. Order direct from this ad. — E. E. Goss, 3616 2nd Ave., Columbus, Ga. (459-360)

Snabians, Red, Black, Blondinettes, Dun, Moorheads, Blue, Red. — Wm. Pilipusk, 114 Eckford St., Brooklyn, N. Y. (859-1059)

Two Pair Homers $5, two pair utility [illegible] odd birds $1. — Arthur D. [illegible] R. F. D. 1, Box 98, South Haven, [illegible] (959-1159)

Nuns, White and Yellow Homers, Pouters, Runts, Frills, Trumpeters. Reasonable. — A. Pulido, 75 Miller St., Highlands, N. J. (759-1259)

Producers of Quality Squabs, White and Silver Kings, Swiss Mondaines, Auto-Sexed Homers. — Pierce Truett, Jr., Conway, S. C. (1258-1159)

Giant Runts, Barbs, Homers, Rollers and many other varieties. Would like to buy solid Yellow Racing Homers. — Jerry Zeichert, Fremont, Wis. (1059-1259)

English Trumpeters, also German Monks and rare Berlin Longfaced Tumblers. Imports and young birds. — J. R. Meyer, 128 State St., Hamburg, Pa. (1059)

For Sale. — Fantails, Kings, Giant and Racing Homers, Pouters, Tumblers, Turbits, Swallows. Good birds. — Dan Voss, Route 4, Grand Junction, Colo. (1059)

Must Sell. — Scandaroons, Bohemian, Pouters (Saddles), Giant Crest, Giant Homers (most colors). — Anthony Wilk, 5056 Harold, Detroit 12, Mich. (1059-1259)

Fantails, Parlors, Magpies, Kings, Helmets $3.50 pair, Rollers $2 pair, Homers, Pouters, Modenas, Lahores $2.50 pair. — Don Schmidt, Hillsboro, Kans. (959-1159)

Chinese Owls. — Black and Blue, White and Yellow Fantails, seamless banded, all birds $5 per pair. — Write Gibbs Bros., 721 W. 11th St., Corona, Calif. (959-1159)

Carneaux, White Show Kings, Giant Carneaux from [illegible] pairs. Science Department, Wellman Independent School. — P. C. Goza, Box 1, Wellman, Texas. (1059-960)

Show Kings, also Birmingham Rollers, English Trumpeters, Fantails, [illegible] All good quality, healthy birds. — [illegible] Fleisenauer, E. 10115 Trent, Spokane 6, Wash. (1059-1259)

Almond, White, Yellow Rollers, Parlor Tumblers, Satinettes, Fantails, Pigmy Pouters, Carneaux. — H. C. Johnson, Jr., 1309 No. Flores St., San Antonio 12, Texas. (859-1059)

I Hate To Do It, but I must sell out the rest of my Birmingham Rollers. Also have for sale large English and German Pouters. — Wm. J. Ross, 131 Steele St., Denver, Colo. (959-1159)

Chinese Owls, Swing, Pigmy, English, German Pouters, Modenas, Turbits, Swallows, Trumpeters, Nuns, Fantails, Magpies, others. — Hagen and Hall, Primghar, Iowa. (1059-1259)

Forced To Sell. — Fantails, Modenas, Komorners, Muff Tumblers, Kings, Croppers, Rollers, Lahores, Owls, Helmets. Others of best stock. — Roll's Pigeon Loft, Mitchell, Iowa. (1059)

For Sale. — Thirty varieties fancy and utility pigeons. Mated pairs or singles. Hundreds of birds to choose from. Picture circular for dime. — Leo Roscoe, Pipestone, Minn. (859-760)

For Sale. — Yellow Runts, Red and Yellow Carneaux, White Kings, Giant Homers in all colors. Show birds and squabbers. — P. J. O'Connell, Route 1, Ackerly, Texas. (1059-1259)

Runts $7 to $10 pair, Giant Homers $4 to $5 pair. Carneaux (Black) $8 to $10 pair. Kings $3 to $4 pair. Some unbanded. — Mel Hagberg, 2912 E. 12th St., Sioux Falls, S. Dak. (859-1059)

Two Year Old Fighting Game Cocks $3 each, hens $2.50 each. 50 pairs Racing Homers and Rollers $12 [illegible] pair. Five pairs Giant Homers $3 a pair. — [illegible] Jones, 723 Jewel, Danville, Ill. (1059)

Swing Pouters $3.50 pair, odd cocks $1.50 each. Saddle Back Rollers $1 each. Polish Lynx, White Barred Tipplers, $1 per pair. — Albert Macko, 1522 Exchange Ave., East St. Louis, Ill. (1059)

Large Giant Runts $4 each, Red or Yellow Carneaux $8 pair, Fireball Rollers $3 pair, Modenas $5 pair, German Pouters $6 pair. Youngsters reasonable. — M. C. Thulin, Route 1, Miami, Okla. (959-1159)

Overstocked. — Homers, Tipplers and Rollers 50c each. Helmets, Ice, Kings, White Bar Tumblers, Hyacinths, capped and booted Tumblers 75c each. — F. J. Miller, Route 2, Box 363, Absecon, N. J. (1259)

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Join American Lahore Club. Be eligible for trophies and cups at Atlantic City. Monthly bulletins $2. Dues payable each July. Robert T. Durham, Acting Sec.-Treas., 10476 Sterling Blvd., Capertino, Calif. (1059-1259)

MODENAS

Modenas. — Twenty Magnanis and seven Magnani breed. — Hilltop Lofts, Algona, Iowa. (1159-160)

Blue, Black and Tri Schietti. Pairs and singles, priced reasonable. — Jim Pancake, 2829 So. 35th St., Omaha, Nebr. (1059-1259)

Sulphur Laced and Check Schietti. Gazzi, in Sulphur, Yellow, Black, Red Checker Red and Yellow Argents. — Les Dodson, 1612 Wainwright, El Paso, Texas. (1059-1259)

Schietti Modenas. — Blue, Silver, Black, Red, Tri, Dun, Sulphur and rare colors $5 per pair. Odd Gazzi, cocks and hens $3 each. — C. A. Thorson, 1018 4th Ave. South, Great Falls, Mont. (1059-1259)

Surplus Sale. — Gazzi and Schietti Modenas in most colors. Mated pairs $5, youngsters $1.50 each, dozen $15. Correspondence welcomed. — C. A. Thorson, 1018 4th Ave. South, Great Falls, Mont. (659-860)

Show Stock from the four winningest strains in U. S. Gazzi in Blue and Bronze, Schietti in Bronze, White, Red, Yellow and Tri. $15 pair up. 50% discount to beginning Modena breeders! — C. K. Brown, 3210 Lee's Summit Rd., Independence, Mo. (1059-1259)

NORWICH CROPPERS

Baldheads, German Croppers. — Yellows, Reds, Blues, Blacks. — John Bayer, 4307 W. Vliet St., Milwaukee, Wis. (1159)

Norwich Croppers. Selling guaranteed, mated pairs. Also younger birds. — J. C. Herrell, 201 East 7th, Pittsburg, Kans. (1059-1259)

NUNS

Nuns. — Show type Black and Dun, bred from show winners. $10 per pair and up. — Vic Truax, 181 Ogden St., Rockford, Mich. (959-1159)

ORIENTALS

Satinettes, Bluettes. — My annual sale. Quality birds at low cost. AOFC member. — Horace Miller, 3219 West Locust, Davenport, Iowa. (1159-160)

Satinettes, Blondinettes, Black and Dun Laced. Show and stock $10 per pair and up. — Vic Truax, 181 Ogden St., Rockford, Mich. (1059-1259)

Satinettes, Blondinettes, in most colors. Extra hens. All birds guaranteed $10 and up. — V. L. Jones, 2234 Wellington St., Salt Lake City 6, Utah. (959-1159)

OWLS

African Owls in Blacks, Duns, Pieds $5 and $10 each. — Don Gilmore, 1909 Roberts Cut Off Rd., Fort Worth, Texas. (1159)

Chinese Owls. — White, Blue, reasonable. Hawkinson Champion strain. John Fritzges, 474 Chestnut Ave., Kingston, Pa. (1059-1259)

Whales of Tails. — German Tail Marked Owls, (Hamburger Ticken), white bodies with Black, Yellow, Blue or Chocolate colored tails. $10 pair or three pairs $25. — Melvin B. Nunnally, Jr., 6033 Bon[illegible] Rd., Richmond 27, Va. (1159-160)

POUTERS

German Pouters, champion strain. Anton Zagrodnik, 942 N. 21th St., Milwaukee, Wis. (1059-960)

Pigmy Pouters — White, Blue, pairs $5 up. — Fedmier Loft, 617 S. Carroll, South Bend 1, Ind. (159-1259)

Have A Few Pairs of English Pouters. Good color and good type. Blacks and Reds. — Julius J. Schiro, Hector, Minn. (1159-160)

Pigmy Pouters, Modern type, all colors except White. — Geo. R. Thomas, 4226 E. 71st St., Cleveland 5, Ohio. (559-460)

Pigmy Pouters. — Red and Yellow. Best I ever offered. — Ed DeMooy, 1212 Manor Park, Cleveland 7, Ohio. (959-260)

Pouters. — Have a few English Pouters to sell from time to time. — Horace Holleman, 314 Woodward Way, N. W., Atlanta, Ga. (1059-360)

English Pouters. I can offer you again these fine Pouters bred from the champs. Reds, Black, Blue, Yellows, Whites. John Bayer, Home Pouter Loft, 4307 W. Vliet, Milwaukee 8, Wis. (1159)

English Pouters. — My entire loft consisting of White and AOC. All but three birds have been shown and placed, 22 birds. — J. C. Gannon, 120 So. MacArthur Blvd., Springfield, Ill. (959-1159)

RABBITS

New Zealand Whites, pedigreed and registered. Broad, blocky, nice fur. Junior $5, trio $14. Also intermediate and adults. — A. L. Kelley, 701 West State St., Clarinda, Iowa. (659-1159)

Subscribe to American Rabbit Journal, trade magazine of the meat and Angora wool industry. Devoted to commercial rabbit raising. Year $1; 3 years $2. Sample 15c. Box 273, Warrenton, Mo.

RACING HOMERS

Stassart, Sion, Wegge, crosses, selected $5 a pair. — Woodrow Cox, Andrews, N. Car. (359-260)

Maple Homers. — 300-mile strain. Youngsters four for $5. — Alfred Andersen, 3815 Binney, Omaha, Nebr. (1159-160)

Extra Fine Racing Homers $5 pair. — D. F. Norwood, 340 Houston Harbor, Houston 20, Texas. (459-360)

Adams Strain long dstance flyers, priced to sell. — Archie Adams, 721 Lakeshore Dr., Wichita 7, Kans. (1059-1259)

Homers Banded $2 pair, youngsters 75c each. All good stock. James Neuman, 1014 Navarro, Mart, Texas. (959-1159)

Yellow Checks and Yellow Bars, Logan-Stassart cross $5 pair. — John Buckholz, Route 5, Chillicothe, Ohio. (1059-1259)

Moving Must Sell choice birds from 700 mile stock. Reasonable. — Ralph H. Dame, 3713 Schwalbe St., Sarasota, Fla. (1059-1259)

Racing Homers. — Selected banded at $2 pair. 50 other varieties. Send for free price list. Avalon Canary Farm, Chester, Md. (1059-960)

Seamless Banded Colored, Grizzle, excellent stock $3.50 pair. Yellows $6 pair. Order from ad. — Thomas W. Hughes, Clayville, N. Y. (1059-1259)

Seven Pair "Logan" Breeders. — Reds, Blues and Pied. Excellent racing stock, satisfaction guaranteed, $25 for all. — Greenbank Lofts, Greenbank, Wash. (1159-160)

Surplus After Moving. — United States Army strain Racing Homers $3.50 pair, three pairs $9. Order from ad. — Homer Robinson, Route 3, Box 159, Muncie, Ind. (1159)

Must Sell Five Breeders. Even pairs $50. Logans, Sions, Gurnays, Schimmels. Excellent racing stock, no culls. Money back guarantee. Bock, Greenbank, Wash. (1159-160)

Imported Racing Homers. Seamless D. U. (German) banded Feb. 1957, 1959 birds. Stassarts and Fabray. $35 and up. Bred by Friedrich Lenhard, Frankfurt, Germany. — Michael Sabatasse, Slovan, Pa. (1159)

Racing Homers Only. — Have been breeding and racing them since 1932. Due to working hours and age, have only raced two series since 1955. Selling birds from 1956 through 1959 have raised every bird. Every bird fully pedigreed. Special terms to boys. After seven days not satisfied with bird, money refunded. All express charges paid. Have made many friends selling my birds. Let me add you to my list. — John P. Hughes, Sr., Route 10, Box 241, Baltimore 20, Md. (1059-1259)

ROLLERS

Birmingham Rollers. Paul Geisler, Manasquan, N. J. (159-1259)

Extra Fine Tight Spinning acrobat Rollers. Reasonable. — Allen Daniel, Gratz, Pa. (559-460)

Birmingham Rollers $2.50 per pair. E. J. Langdon, Route 1, Box 17, Hornersville, Mo. (1059-1259)

Pedigreed Pensoms $10 per pair with papers. — Alex Tubel, Route 1, Vineland, N. J. (959-260)

White Crested Rollers, $5 pair. — Philip Boone, 1145 Witham, North Muskegon, Mich. (1059-1259)

Parlor Tumblers. — $5 per pair, banded. Paul H. Fisher, 506 E. Wiley St., Marion, Ind. (1059-1259)

Pensom Rollers. Fanciers banded. Reasonable. Dorman Dittemore, 332 Holman City R, Saugerties, N. Y. (1159-16)

Three Pair White Canadian Rollers, Pearl eye 1957-1959 banded. $10. — Geo. Herbst, [illegible] Mary Ave., Baltimore 6, Md. (1159)

Rollers. — Good bloodline. A[illegible] birds, young or old, $5 per pair. Robert Goodwin, Thornton, West Va. (1059-1259)

Old Strain. — Real high, straight flying, Endurance Rollers, bred primarily to fly long hours. — Louis Schrotner, Bannister, Mich. (1059-960)

Anyone Interested in Forming a Roller Club in the St. Louis, Mo. area call or write Tim Donohue, 1009 Royal Heights Rd., Belleville, Ill., Phone AD-4-3707. (1159-160)

Ideal Roller Club. We hope to see you at the National in Atlantic City. — William Cowie, Secretary, 3604 York Rd., Philadelphia 40, Pa. (1059-1259)

Sanger-McAree-Whittingham Rollers. — One of the largest studs of performing Rollers, also show type, Baldheads. Visitors welcome. All letters answered promptly. Try a pair. Selected pairs at $5, three pairs for $10. — John Dupont McLaren Rd., Tewksbury, Mass. (959-860)

STRASSERS

Red and Black Strassers. Pairs and singles. — Clever Smith, 105 No. Earl St., Shippensburg, Pa. (1159-160)

Blue, Silver Barless, Black, Blue or Red Laced. Five pair unrelated, perfect combine $50. — Jim Rowe, 109 Orange, San Rafael, Calif. (1159-160)

Black, Red, Blue Barless Strassers. — A small but select stud. A few good birds occasionally for sale. — Wm. M. Roth, 213 Clapboard Ridge Rd., Danbury, Conn. (759-1259)

SWALLOWS

Swallows. Many colors and markings $2.50 up, each. Few Bronze Archangels $1 each. — F. R. Reed, 1586 Ixora St., North Fort Myers, Fla. (959-1159)

SWISS MONDAINES

Interested In Production? If so, you'll like my White Swiss. Mated pairs $6 to $8. Youngsters $2 and $2.50. Indian Mondains slightly higher. Hans Wetter, Orofino, Idaho. (1159-160)

TIPPLERS

Exclusive Imported English Tipplers. — Guaranteed to fly for hours and hours. Always a few pairs for sale. — Emil Selnau, 202 Hollywood Ave., Union, N. J. (459-360)

11/1959

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Tipplers. — Best long high flyers. — "Red" Dubuc, 333 Main St., Holyoke, Mass. (1059-1259)

High Flying Tipplers. — Nice marking $3 pair, two pairs $5. — Avalon Canary Farm, Chester, Md. (1059-960)

Flying Tipplers. — Contest proven strains in air and shows. Member of FTA. — Marshall Loft, 3022 Second Ave., Baltimore 14, Md. (1159-160)

Tipplers. — From fifteen-hour flyers. Macclesfield strain and crosses, beautiful colors including solid Black and Blue. — Reasonable prices. — George Bender, 4526 S. Talman Ave., Chicago 32, Ill. (359-260)

TRUMPETERS

Bokharas. — Only a few remain for disposal. Nice birds. — Dr. R. S. Zeiger, Route 3, Lebanon, Ohio (1159-160)

Bred From My Syrian Imports. Syrian Turbits $5 pair. — Sam's Grocery, 413 South Court St., Jacksonville, N. C. (1159-160)

Bokharas. — Hens, cocks, pairs. Also Swallow hens, cheap. — Harold Wacziag, Box 205, Hamburg, Pa. (1059-1259)

Bokhara Trumpeters. — Quality birds carefully bred. No surplus at this time. — Dick Wagner, Forsyth, Montana (259-160)

TUMBLERS

Crested Muffed Tumblers. — J. Pudlinski, 3631 E. Aurora Rd., Twinsburg, Ohio. (359-260)

Tal-Lali. White tailed and white flighted with white across the head. — Sam's Grocery, 413 South Court St., Jacksonville, N. C. (1159-160)

Parlor Rollers Exclusively. — Most colors $5 to $10 pair. — Raymond Byers, 222 West McVey, Dallas 24, Texas (1059-960)

American Komorner Tumbler Club. — Welcomes you. Dues $2 year. Write Secretary, Vernon Wolff, Route 2, Box 21, Crown Point, Ind. (1159-160)

Red Clean Leg Self Tumblers, bred from leading bloodlines. Satisfaction guaranteed. — Fred Schlosser, 2283 Seneca St., Buffalo, N. Y. (159-1259)

Exhibition Komorner Tumblers. — Crested, Magpie marked. All colors, reasonable. — Joe Meiner, 1588 S. Green Rd., Cleveland 21, Ohio. (1059-1259)

Komorner Tumblers. — Magpie marked. All colors. Rocky Mountain Komorner Club. — Curt Oberhansly, 453 E. Truman Ave., Salt Lake City, Utah. (159-1259)

Baldheads, All Colors, modern type. Satisfaction assured. Also a few barred Selfs in Blue, Mealy and Creams. — P. F. Wannemacher, Amityville, L. I., N. Y. (959-1159)

Longface, Cleanlegged, Baldheads in Blacks and Blues. Only those interested in top quality need inquire. — J. D. Houseman, 865-36th St., Altoona, Pa. (1059-1259)

Vienna Tumblers. — Almond bred English Shortface Tumblers and White Crested Reinaugens. — F. Graeber, 1540 5th St., Manhattan Beach, Calif. (1059-1259)

Long Face, Clean Legged Selfs in White, Black, Red and Yellow. Only those interested in top quality need inquire. — J. D. Houseman, 865 36th St., Altoona, Pa. (459-360)

Cleanleg Tumblers in Red, Yellow, White and bars. Also Baldheads in all colors. Bred from winning bloodlines. — George Polocht, Route 2, Onondago Rd., Camillus, N. Y. (1059-1259)

Cleanleg Tumblers. — White Selfs for sale, very reasonable. — James Simpson, Clark Street, Braintree, Mass. (1159-160)

Beautiful Black Moorhead Tumblers. — Well marked birds $5 to $10 per pair. Rosewing and White $1.25 each. One of oldest stud flock in country. — Pete Fleming, 1122 Harrison, Newton, Kans. (1159-160)

Cleanleg Tumblers. — Reds, Yellows, Whites, Baldheads, Red, Silver and Blacks. Old and young birds for sale. — Walter E. Collins, 8 Fairbanks St., Worcester, Mass. (959-1159)

Star Tumbler Loft. — Baldheads and Selfs, most colors. Show or stock birds. Member Central Tumbler Club and American Bald and Beard Club. — Dean Armstrong, 7771 Monaco, Derby, Colo. (959-1159)

TURBITS

Twelve Quality Turbits. — Blues, Silvers and Blacks. — F. Graeber, 1540 5th St., Manhattan Beach, Calif. (1059-1259)

Turbits. — Standard colors kept. Birds occasionally for sale. — Di Bartolo, 19 South Munn Ave., Newark, N. J. (1059-1259)

American Turbit Club. — Serving the fancy since 1897. Applications for membership cordially welcomed. "Ideal" drawing, standard and bulletins furnished to members. Annual dues $3. Juniors $2. — G. J. Kleinpell, Sec.-Treas., 4129 Pearl Rd., Cleveland 9, Ohio (459-159)

VARIOUS BREEDS

Twenty Breeds of Pigeons. — Alex Brooks, Crookston, Minn. (1159-1060)

Rare. — Goldkragens, Larks, Crescents. — Bob Beaver, Farmersville, Texas (1258-1159)

Fantails, Muff Tumblers, reasonable. — Mrs. Odin Olson, Willmar, Minn. (959-1159)

White Kings, Homers. Correspondence welcome. — Fike, Box 53, Iola, Kans. (959-1159)

Fantails, Lahores, Kings $3.50 pair; Rollers $2; Jacobins $10 pair. — Dan Schmidt, Hillsboro, Kans. (959-1159)

Priests, Swallows, Monks, Stargard Zitterhals, Black, Red. — Sterling Miller, 231 So. 4th St., Hamburg, Pa. (1159)

English Carriers, 22; Mookies, 20. Magpies and other rare breeds. — Shepard, Box 53, London, Ohio (1159-160)

White Fantails $3, White Homers $3.50, colored Homers $2 pair. — Karl Schrock, New Bremen, Ohio. (1159)

Fancy Pigeons, Bantams, Pheasants, Waterfowl. — Morgan Meehan, West Peabody, Mass. (159-1259)

White Kings. — French Mondains. Show birds only. Now have a few for sale. — Lester Kautzer, New Holstein, Wis. (1159-160)

Knock, Kwock. — Thailand Laughers. 1st and 2nd from imports. — Homer Hamilton, Route 4, Winston-Salem, N. C. (1159-160)

Giant Homers, Rollers, quality birds, priced to sell. — Christian Miller, Box 152, Shipshewana, Ind. (1059-1259)

Kings, Runts, Carneaux (Black), Dragoons, Giant Homers, Rollers, Fantails. — Mel Hagberg, 2912 E. 12th St., Sioux Falls, So. Dak. (1159-160)

White Kings, Rollers, Racing Homers $3 pair. Order direct from this ad. — E. E. Goss, 3616 2nd Ave., Columbus, Ga. (459-360)

Magpies $5 per pair; Tumblers, Cleanlegs; Turbits; Fantails, most all colors. — J. P. Habenstein, 1019 Mulberry St., Louisville 17, Ky. (1159-160)

Fantails, Tumblers, Giant Homers. Blue and Silver Kings, English Pouters, Turbits. Reasonable. — Cliff Fisher & Son Pigeon Lofts, Belle Plaine, Iowa. (1159-160)

Two Pair Homers $5, two pair utility Kings $5, odd birds $1. — Arthur D. Walker, Route 1, Box 98, South Haven, Mich. (959-1159)

Nuns, White and Yellow Homers, Pouters, Runts, Frills, Trumpeters. Reasonable. — A. Pulido, 75 Miller St., Highlands, N. J. (759-1259)

For Sale. — Red, White Frillbacks, Yellow and Black wing Archangels, Damascenes and Priests. — Charles S. Wolfinger, 69 Noble St., Kutztown, Pa. (1159-160)

Producers of Quality Squabs, White and Silver Kings, Swiss Mondaines, Auto-Sexed Homers. — Pierce Truett, Jr., Conway, S. C. (1258-1159)

For Sale. — One pair Blue Blondinettes $8, one pair Blue Dutch Croppers $7, one pair of White English Pouters $7. — Abe Friesen, Dodge City, Kans. (1159)

White Kings $3 pair. Racing Homers and Rollers $1 each. Good quality birds. — Chas. Riebe, Anglers Paradise Club, Box 112, Route 1, Sugar Grove, Ohio. (1159-160)

Sale Surplus Birds After Moving. — Budapest $4 pair, Blue Gazzi Modenas $1 pair, Oriental Rollers $5 pair. — Homer Robinson, Route 4, Box 159, Muncie, Ind. (1159)

Must Sell about 30 pairs White Kings, few Giant Homers. Mostly young mated pairs, few odd young birds $30 lot. — Alfred Gamber, Route 1, Front Royal, Va. (1159)

Almond, White, Yellow, Rollers, Parlor Tumblers, Satinettes, Fantails, Pigmy Pouters, Carneaux. — H. C. Johnson, Jr., 1309 No. Flores St., San Antonio 12, Texas. (1159-160)

Selling Out. — Rollers, three pair $5, seven Tumblers $5, 10 White Kings $12, White Fantails $2.50 pair, Russian Trumpeters $5 pair. — Harold Hoey, Marshall, Mo. (1159)

Giant Runts, Barbs, Homers, Rollers and many other varieties. Would like to buy solid Yellow Racing Homers. — Jerry Zeichert, Fremont, Wis. (1059-1259)

Must Sell. — Scandaroons, Bohemian, Pouters (Saddles), Giant Crest, Giant Homers (most colors). — Anthony Wilk, 5056 Harold, Detroit 12, Mich. (1059-1259)

Moving Sale. — Excellent pigeons per pair: English Pouters $6, Runts $6, Fantails $4, Black Nuns $3, Racing Homers $3. All seamless banded. — Herbert Jeffrey, Bathgate, N. Dak. (1159)

Chinese Owls. — Black and Blue, White and Yellow Fantails, seamless banded, all birds $5 per pair. — Write Gibbs Bros., 724 W. 11th St., Corona, Calif. (959-1159)

Carneaux, White Show Kings, Giant Carriers from individual pens.—Science Department, Wellman Independent School, P. C. Goza, Box 1, Wellman, Texas. (1059-960)

Show Kings, also Birmingham Rollers, English Trumpeters, Fantails, Modenas. All good quality, healthy birds. — Chas. Fleischauer, E. 10415 Trent, Spokane 6, Wash. (1059-1259)

Helmets, Homers, Turbits, Swallows, Lahores, Tumblers, Owls, Frillbacks, Jacobins. Clearance price $1.50 per bird. All inquiries answered. — Harold Schwartz, 520 Washington St., Burlington, Iowa. (1159)

Must Sell. — Twenty-five Racing Homers, ten pedigreed $30, 10 Silver Giant Homers $12, 6 Birmingham Rollers $3, 3 Giant Runts $10. All for $48. — Charles Coffing, Route 3, Covington, Ind. (1159-160)

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I Hate To Do It, but I must sell out the rest of my Birmingham Rollers. Also have for sale large English and German Pouters. — Wm. J. Ross, 131 Steele St., Denver, Colo. (959-1159)

FLY YOUR TIPPLERS.

YOU OWE IT TO THEM—

AND TO YOURSELF.

V

THE TIME-FLYING TIPPLER PIGEON SPORT by John T. Curley, 1961

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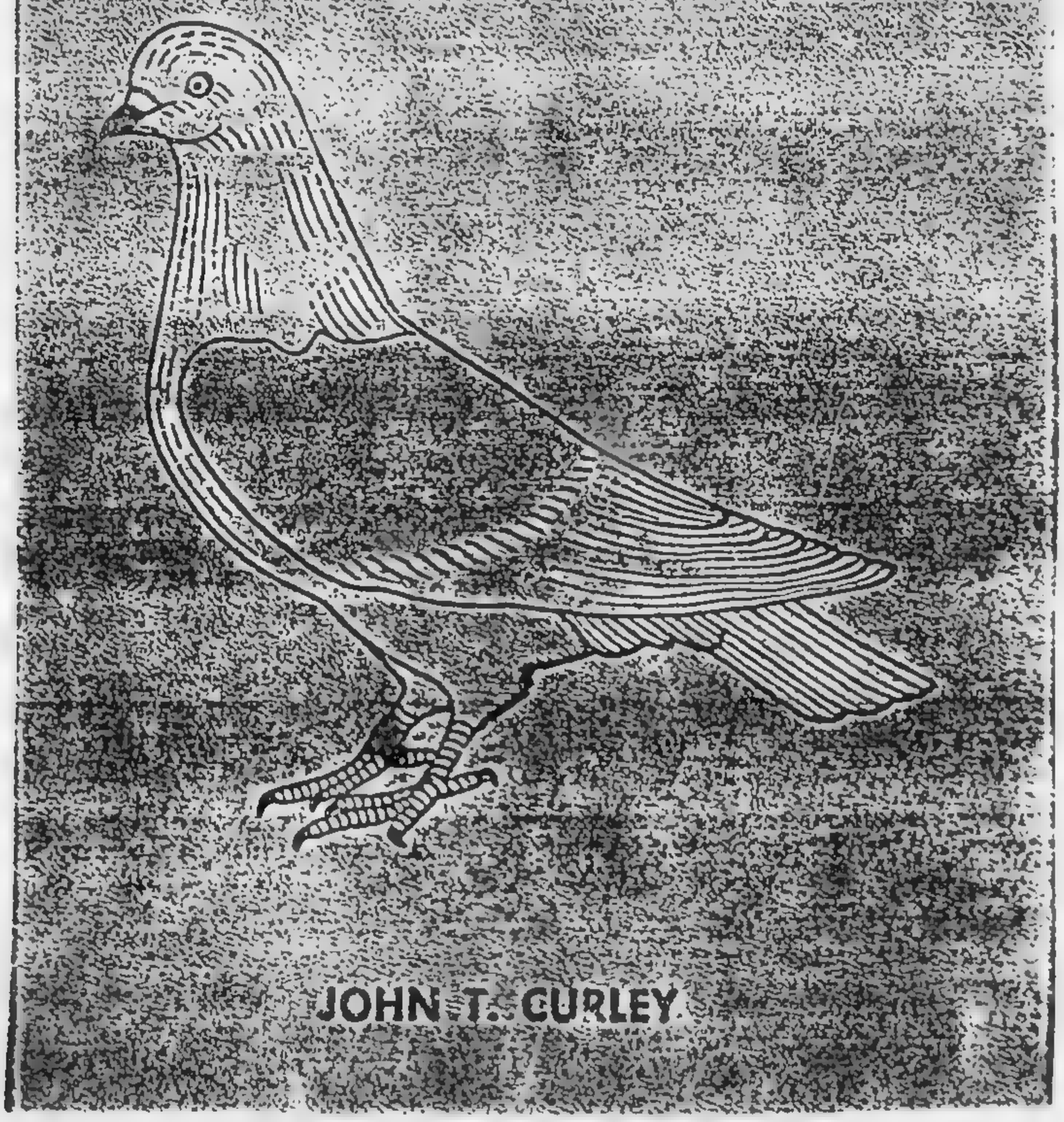
Introduction

Special thanks to Tom Murphy (Waynesboro, PA) and Stanley Ogozalek (Keyport, NJ) for lending me their copies of **THE TIME-FLYING TIPPLER PIGEON SPORT** by John T. Curley, 1961, a xerox copy of which is reproduced here.

THE TIME-FLYING TIPPLER PIGEON SPORT



JOHN T. CURLEY

THE TIME-FLYING TIPPLER PIGEON SPORT

By

John T. Curley

Illustrated

HOWELL BOOK HOUSE, INC.
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Foreword

For as long as I can remember, I have been a pushover for a pigeon. I acquired a few of another breed when I was four but switched to Tipplers at the advanced age of seven (proof that I had reached the age of reason). All pigeons, including the religious ones living in the church steeples, are, to me, objects of untiring interest and beauty. But the breeds that hold the greatest fascination for me are the three that, in America, are used as sporting animals, the Racing Homer, the Birmingham Roller, and the pigeon about which this book is written, the Flying Tippler.

The Tippler offers so much in the way of enjoyment that I feel very keenly the loss of potential Tippler pleasure by those who are deprived of it simply because it has never been brought to their attention. There are countless numbers of those who like sports, pets, and pure-blood livestock culture, and in the flying Tippler sport these and many other areas of interest are combined.

Here is an earthy hobby, dealing with the basic fundamentals, that gets its devotees away from the artificiality that results from losing touch with nature.

The purpose of this book is to try to make this fact better known.

For their valued assistance I am grateful to Tom and Therese Manger for the picture they permitted me to include and for typing of the manuscript; Jack Stubs for the drawings of the loft plans; Henry and Mary Ann Prenger for all of the other illustrations included in this book.

John T. Curley

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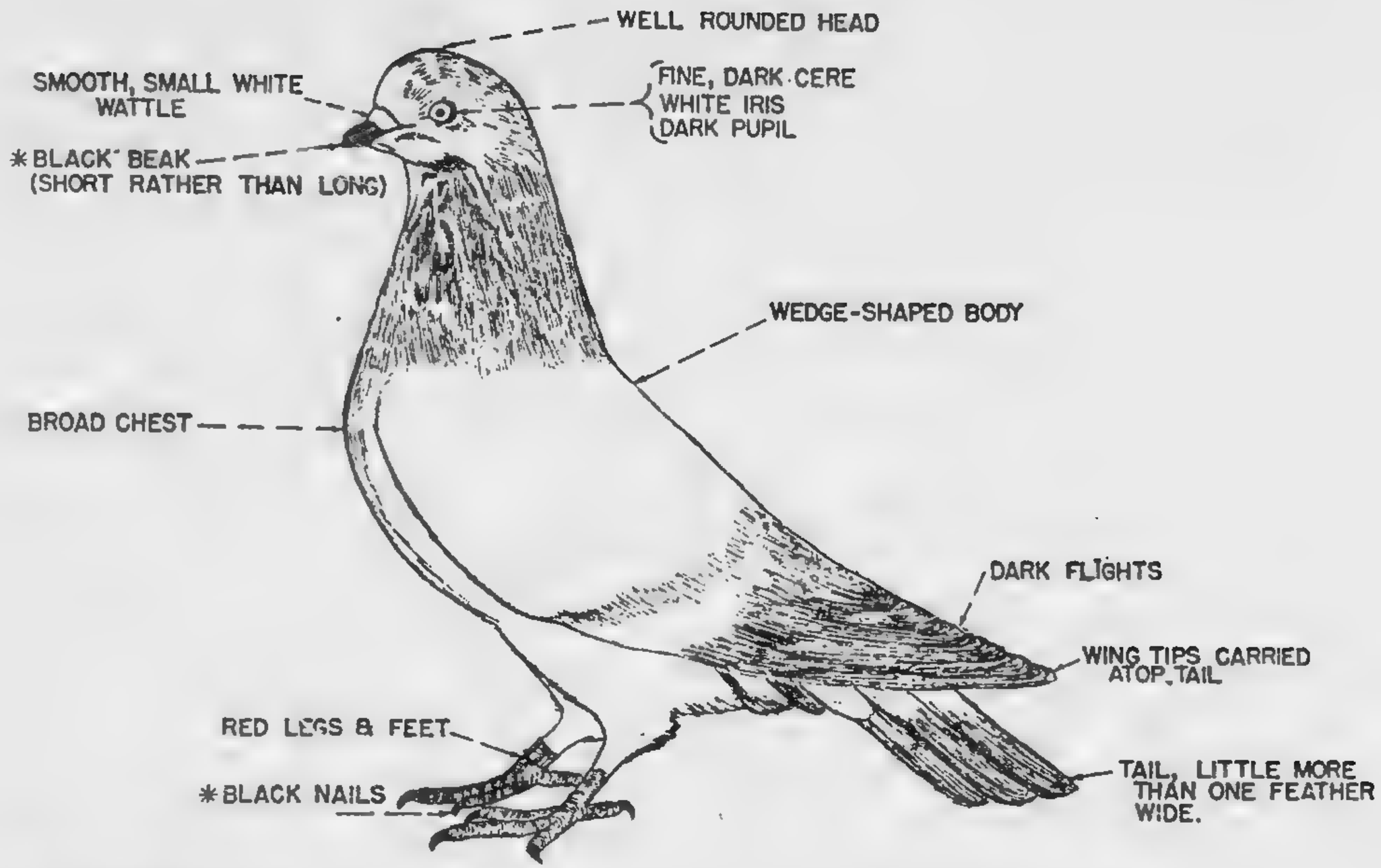

*IN [illegible], SILVER OR YELLOW), THE BEAK AND NAILS ARE AN AMBER OR HORN COLOR.

Desirable points of the show pigeon.

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The History of the Breed

THE DEVELOPMENT of the time-flying pigeon which resulted in today's Tippler, the king of the long-time high-flyers, is thought to have begun prior to the middle of the last century. It was not until the time of the Civil War, however, about a quarter of a century later, that Americans took up the culture of the Tippler.

The first American club specializing in this breed was organized during the "Roaring Twenties." Although countless numbers of "pigeon keepers" had taken it up prior to this time, their activities were on an informal basis and little is now known of their accomplishments.

The organization now active in the United States, The Flying Tippler Association of America, was organized in 1936 and first called The American Tippler Union. It was reorganized in 1944 and today serves the American fancier as the springboard for his flying and showing ambitions. Several other associations of Tippler enthusiasts preceded the F. T. A. and are now inactive, or at least their activities are not greatly publicized, which, as is commented upon elsewhere, is typical of the Tippler owner.

Many explanations have been given for the name Tippler. Some say it is traceable to the fact (?) that the breed was originated by English coal miners who worked the tipples at the mine openings. Other stories have it that the originators of the birds were, themselves, "tipplers" in the worst sense of the word.

The characteristic "gull-like" markings of the Flying Tippler, with its darker colored tail and wing tips, might also have had something to do with the choice of a name, but equally believable is the view held by those who say the

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name was suggested by the bird's actions in flight. The Tippler is the least acrobatic of the three breeds developed at about the same time by the English fanciers of the flying pigeons. These sporting breeds were the Roller, the Tumbler, and the Tippler.

The Roller performed a tight revolution at great speed in a deep drop; the Tumbler executed one, two, or three loose turns; the Tippler, the long-time flyer, merely "tipped" over occasionally. This "tipping" action has been just about completely bred out of the modern Tippler but it was present in the breed's formative years long enough to have been the real reason that we call it the Tippler.

Because the breeds used in the production of the Tippler varied so greatly, the different strains of the long-flying pigeon may almost be considered different breeds.

The interest in developing a pigeon notable for its endurance flying was known to exist well over a hundred years ago, and the fanciers taking part in this project used just about any likely prospect that was handy at that time. Cumulets, Bald Tumblers, and other long-time, high-flying breeds were crossed in, with no attention being paid to type or color. The originators of this splendid little athlete were looking for ability and the records will show that they must have known their business. The two outstanding types of Tipplers are the Sheffield and the Macclesfield. Their conformation and their color give one little reason to believe that they share many common ancestors. While the truth of the statement cannot be vouched for, the claim is often made that the darker birds do better in the damp climates, while the birds of lighter shades excel where the warmer, drier fly days are more frequent. One kit of all black Tipplers are known by the writer to have flown their best times in the rain.

In the Tippler of today may be seen the results of the efforts of many fine pigeon men of the past. Their work has been commemorated in the strain names that we still hear, although the men themselves have long since passed. Among them are Pass, Waterfall, Hall, Lincoln, Platt, Westicott, Curtiss, Rennison, Baxter, Storey, Guise, Whitney, Billingham, Jolley, Redney, Beechy, and Smith.

Your taste in colors would have to be very odd indeed if

it could not be found in the Tippler breed. The colors are many and varied and are combined in eye-appealing patterns. Because Tipplers do not breed true to color, each round offers the possibility of a very colorful surprise; look at some of the possibilities!

Light and Dark Prints.

Light and Dark Mottles.

Blue and Silver Bars.

Blue and Dun Checkers.

Light and Dark Blue Grizzles.

Blacks, Bronze, Gray, Slate, Silver, and Silver Dun.

Prints, Mottles, and Chucks in Black, Red, Yellow, and Dun.

Selfs (solid colors) in Black, Red, and Yellow.

Variations of each.

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Fraternity of Fanciers

THE FLYING TIPPLER Association of America was organized to provide a centralized body to regulate the flying and showing of the endurant blue-blood, the Tippler, for all local clubs and individual fanciers in the U. S. A. and its possessions; to provide low cost bands; to lend its aid in securing legislation that might touch upon the sport; to organize local clubs and encourage their affiliation with the national group. To better perform these services, the F. T. A. bylaws call for an area representative at such time as the need requires, for each of the six areas into which the U. S. A. has been divided: Area No. 1, Midwestern; No. 2, New England; No. 3, Middle Atlantic; No. 4, Southern; No. 5, Rocky Mt.; No. 6, Far Western. The President is William G. Hoffman, 23 Hampton Road, N. Linthicum, Md. The Vice-Presidents are Charles Dvorak, 8031 Old Philadelphia Road, Baltimore 6, Md., and John H. Berger, 425 E. Seventh Street, Marysville, Ohio. The Secretary-Treasurer is Robert B. Funk, 933 East 20th Street, Hialeah, Florida.

Any reputable person who is interested in the Tippler sport, and who agrees to abide by the rules that govern its conduct, may apply to any of the above-named officers for membership. The dues, at present, are $3.00 a year. The entry fee for each race ($1.00) is used to provide the various trophies that are given to the winners. Seamless bands are manufactured for the F. T. A. in such a large quantity that the association is able to pass them on to its members at the cost price of three cents each.

An inquiry at almost any feed store or pet shop will reveal the location of local pigeon fanciers, who, in turn, can

usually supply the names and addresses of the Tippler owners in your city. You'll be surprised at the warm welcome these fanciers will accord you as a prospective fellow flyer.

The Tippler associations usually issue bulletins at regular intervals of every month or so, and extra newsletters when necessary. In addition to this there exists a "grapevine" of personal communication that keeps those in the game close together no matter how widely scattered they may be on the map.

The spirit of fraternalism is great in this sport and the exchange of letters among the fanciers permits the finer points of Tipplerology to sift down from the Tippler tycoons to the Tippler tyros, to the enrichment of those on all the levels between. This sport is more than a hobby; it is an all-consuming interest and anything that touches upon it is considered worth passing on to the next fellow.

A typical letter from one Tippler owner to another is a serious discussion of one or more of the matters that have to do with the activities of the Tippler fancier. Meteorology, genetics, diet, loft building, selection of breeding stock, training, showing—all are studies that come under the probing eyes of the students of the sport, and a smattering of such knowledge is contained in the "just a few lines" the Tippler man "drops" so regularly to his friends. A distillation of the information contained in such letters would fill the kind of book the Tippler followers would love to have.

Personalities of the sport, outstanding birds, impressive pedigrees, and the like never seem to lose their interest when the scholars hold class around a water-filled washtub (in which they watch the reflection of the flying kit in the sky, to avoid the Tippler watchers' "occupational disease" of stiff neck), their discourse being interrupted by an occasional look into the sky, sometimes through a pinhole in a piece of cardboard to cut down on glare of the sun. Like the angler's fish that got away, which seems to grow in length each time it is described, some of the retold flying performances get closer and closer to the 19 hours and 35 minutes world record. But the understanding listeners always automatically take off 20% for the pardonable pride a man has in his Tipplers.

General View of the Sport

WHEN the brilli[illegible] the millionaire thoroughbred owner flash unde[illegible] wire, and the Kentucky Derby is his, great indeed is the thrill of accomplishment. His selection of a stallion to complement his blood stock, the scientific care accorded the growing foals and yearlings, the wise handling and training of the two-year-olds, all have at last borne fruit.

The time-flying Tippler man knows this thrill. His has been the deep pleasure of spending the long winter evenings going over pedigrees and, only on paper at first, bringing together the bloodlines that might, just might, in the great gamble of the genes, roll out the "naturals" that could make a kit of world-beaters. He has gone through the nail-biting first few days that the youngsters spend outside the loft. Will their inbred, intense desire to fly take them up and off before they know their "landing field," and thus lose them? Or will the fancier's pigeonaire know-how overcome this "get-up-and-go" until it can be harnessed by training, to assist them in their efforts to fly a "time" that will do them proud?

In training, he has flown them the time-honored "four hours every two days" and a few days before knocking off training, has stretched them out to six or eight hours, to see if he has them "right." Are they right? Should the "feed-up" stress "high octane" to key them up for the contest, or would this cause them to reach their peak too soon and lose their edge before the "target date?" All these doubts are put aside with their release early on the morning of "Fly Day." When the team takes off from the loft roof and soars into the blue, the Tippler fan knows he has shot

his bolt; he can change nothing; he can do no more; this is it!

With your kit up there doing its best, you turn your mind to the opposition. You know who's in this with you and you know what you're up against. A few phone calls here and there and you get a fair idea of how it's going. Fred is out of it. Five hours was the best he could do. Ernie's were getting ready to come down with little more than seven hours to their credit. Yours are as fresh as they were when they started, but the tension is beginning to mount. The phone isn't ringing as much as before. These are the good ones flying now; but one by one the boys start coming into the yard and it starts to dawn on you. Your birds are the last ones on the wing. You give them the signal and down they come. This is the Derby, the Preakness, and the Belmont all wrapped up into one. Tell me, how can you top this?

Thoroughbred horse racing has as its reason for being, the purpose of improving the breed. The pigeon racing sport serves the purpose of maintaining a civilian reserve of highly bred, expertly trained message carriers ready at a moment's notice for use in any emergency by the Signal Corps of the Armed Services, Civilian Defense, or any other body needing the service of these silent, dependable substitutes for radio and telephone. The Tippler game is conducted only for the sport itself and to the Tippler fancier that is enough, for what a sport this is!

One of the most beautiful sights to be seen in flying the Tippler, and it is seen in training as well as in racing, is the climb into the blue—higher, higher, higher, until the kit is completely out of sight. Tipplers have been seen above a plane flying at 10,000 feet (approximately two miles). The average top altitude would be closer to 5,000 feet, as compared to the 700 foot height that the Racing Homer seems to prefer. However, it is not facetiously that the claim is made that the time-flying sport is conducted on a very high plane. To the point is the story of the incurable gambler, in a strange city and knowing no one, who, upon being overcome by the urge to risk a little something on the turn of a card, put in a long distance call to a friend in his home town. Listen.

Gambler: "Pal, it's me. How about cutting the cards for a thousand?"
Pal: "Sure, but I ain't got no cards here."
Gambler: "That's okay, I got a deck. I'll cut for both of us."
Pal: "Go ahead."

Silence on both ends while deck is being cut twice.

Gambler: "Pal, I'll send you a check in the morning."

This type of honor is a notable trait of the good Tippler man. In many of the Flying Tippler Association National flies conducted while I served as race secretary, some of the contestants, unable to secure an "outsider" to serve as a timer, have had a member of the family occupy this position of trust. I have yet to hear the first word of dissatisfaction or distrust. Such is the high opinion one good Tippler man has for the integrity of another, one of the better examples of judging others by yourself.

The wing of the pigeon, showing the ten primary and ten secondary feathers. The pigeon achieves most of its "lift" with its secondaries (the flights closest to the body) and provides the "thrust" with the primaries (the ten long feathers farthest from the body).

Tippler Performance

THE TIPPLER is a specialist. In the field of endurance performance he doesn't take a back seat to any domestic creature anywhere on earth or in the sky. Of all the breeds of pigeons originated and developed to meet the requirements of a widely differing fancy, the Tippler is the flyingest flyer of them all. This breed is so outstanding in the field of time-flying, that "Tippler" is often used as a generic word applied to long-time flyers of other breeds. Tippler enthusiasts have, by selective breeding and exhaustive tests to prove the breeding, perfected a type of pigeon whose inborn love of flying compares with the thoroughbred race horses' innate urge to run. This is true to such a degree that difficulty is encountered not in getting the birds to fly, but in keeping the youngsters from flying until they know their loft and its surroundings.

The length of time that a kit* of Tipplers will sometimes fly, with no training or conditioning, but just for the sheer love of flying, is truly amazing. This is particularly true of young birds, which seem to feel instinctively that the sky is their proper element, and remain aloft, skyscraping, hours on end, apparently not bothered by hunger, thirst, fatigue, or any other deterrent, but motivated by the exhilaration that flying itself provides.

The racing pigeon flies to race home, the Roller pigeon flies to roll; but the Tippler just flies and flies and flies and flies. This is pigeon flying in its purest form.

The Tippler sport has many advantages to recommend it. The fanciers of these excellent examples of blooded stock can compete against others anywhere in the world without

* Three or more pigeons flying together.

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leaving the confines of their own back yards. Many sportsmen fly them from the roof. No track or field is needed; they display the results of their breeding and their "ground crews" ability as trainers on their own "proving grounds" high in the vast immensity of the sky, and there is no more beautiful sight to be seen, according to the dyed-in-the-wool fancier of high-flying Tipplers. Among the many advantages enjoyed by those who engage in the Flying Tippler sport is the fact that the fancier actually needs no outside competition. He can, if opponents are scarce, fly against himself in that his efforts can be directed to bettering the records for time-flying that he has already set. In flying without the competition provided by other fanciers, the unaffiliated Tippler owner can have the clock and his own best record serve as his opposition.

In the standard-bred harness-horse sport, drivers in time trials try to reach a definite speed classification in order that the horse, having met the standard (thus proving his standard-bred status), will be enhanced in value. This same satisfaction is available to the man who is not interested in clubs, shows, races, or anything but the flying of Tipplers and wants to do it better than he has ever done it before. The records he achieves may never be officially recognized, but if you play eighteen holes of golf and do it one stroke under the record made by Ben Hogan on the same course, you don't have to have the record books know it—*you* know it!

Because this sport is usually carried on, in this country at least, on an amateur basis, the flyer can race as often as he cares to without each race proving an additional drain upon his pocketbook. Unlike the racing sport (in which mob flying of a large team might be of advantage but very costly), the Tippler team is best when small, so "buying a win" is harder. A prospective Tippler flyer can, by purchasing a few young birds, engage in this excellent animal sport within a few weeks of his starting. No long, never-ending waiting period goes by between his entry into the sport and his actual racing, as is true of so many other like pastimes. He can start almost any time of the year. There are many other much-appreciated advantages which the Tippler game enjoys over some other forms of justly popular pigeon sport.

The losses suffered by the Tippler owner are usually somewhat smaller than those of the Racing Homer and Roller fanciers. The Tippler's homing instinct is better than the Roller's and while it is nowhere near as good as that of the Racing Homer, this latter pigeon is called upon to put his powers to a greater test than the Tippler, which remains ever within sight of his loft and uses his instinct for homing only when he has been blown away from his neighborhood for a few miles.

The Racing Homer and show-bird fanciers are often loud in their complaints about the diseases that their birds pick up in their shipping crates and show cages. The Tippler flyer never has this disagreeable condition to foul up the clean, orderly operation of his loft. His birds are not thrown into contact with other birds and contagion is not any trouble to him. Many Tippler lofts are kept in a state of extreme cleanliness, for the sport seems to lend itself to the fairly easy accomplishment of this praiseworthy condition.

The horse breeder, having decided upon the mating that he hopes will produce that "good one," must wait eleven months before the finished product comes off the assembly line. Even then, he must wait another two years before the colt or filly can be put to the test.

The dog fancier waits two months for the product of his breeding and almost a year before it can be placed in training.

The pigeon man has youngsters in the nest three or four weeks after the breeders are mated. Training begins when the Tipplers are six weeks old, and two or three weeks later they are "off to the races."

For the blooded-stock enthusiast who has breeding systems he's just dying to try out, here is the perfect medium. Why spend a lifetime setting up a system and then slip off this mortal coil before you have had a chance to prove it?

This quick "turnover" is important. More units, produced in a shorter time, kept in a minimum of space and all easily handleable, make possible a comprehensive study project with maximum convenience. To the Tippler fancier, however, these individual birds are more than mere "units"; they are personalities, and strong ones at that. If you doubt this, just listen in on a "gab fest" of pigeonaires. Band

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numbers are reeled off glibly and ring like proper names, and what pictures they bring back!

In this connection, it might be mentioned that the Tippler fraternity maintains one of the hottest of the "Hot Stove Leagues." The flying season comes to an end, so does the show season, but the pigeon talk goes on forever.

In most forms of sport the competition afforded in each contest is necessarily limited by the size of the playing field, the width of the track, and other space considerations. In horse racing, as an example, the available space in the starting gate makes necessary the "star system" under which a horse that is denied a chance to start in a race is credited with a star. When another race with the same conditions is scheduled, the horses with the largest star rating are given preference when the entries are received.

In the Tippler sport no such limitation prevails. The number of contestants is without limit and they may be as widely scattered as the size of the world permits.

In the Racing Homer sport, such things as "drag," wind, etc., have a very telling effect upon the outcome of a race. But in Tippler flying, the conditions that help or hinder one contestant will have no effect upon another.

A strong east wind, for instance, will blow the Homers toward the lofts in the west end and away from those on the opposite side of the city; thus the same wind helps one and hurts the other. A Tippler flyer is helped or hindered without any effect upon the opposition. The Tippler owner can concentrate upon his own problems that are close at hand, knowing that conditions prevailing elsewhere will not affect him. He can work toward the development of birds that are best suited to his location and climate, trying at all times to do the very most with what he has to work with.

A Racing Homer fancier, after the birds are shipped, is without control of the situation and must take what comes in the way of wind and weather. The Tippler man does not start if the weather is not to his advantage, and even if the birds have been started, he can drop them* if he changes his mind. Seldom, though, are these royally bred pigeons forced to quit. Tracing their pedigrees to the best in the past, they may be expected to set an example for the future.

* Bring them down.

The Tippler sport is a "good thing" being overlooked by many individuals and groups that could enjoy it to the utmost with the expenditure of little money and effort. If it is not the least expensive of all the purebred animal sports, then it surely ranks with the "top" in this category.

The "ringside seat" for this sport is your own back yard. There are no costly shipping charges, no expensive timing devices, no crates, etc.

These little thoroughbreds, because of their size, require very little feed (less than an ounce per bird per day during training), and a loft so small that it requires a minimum of space. Most of the outstanding time records have been chalked up by three-bird kits, so it can be easily seen that it is not necessary to maintain a large number of birds in order to compete successfully.

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Form in Performance

TO A VERY notable degree, form (the word in this sense refers not to the pigeon's condition, but to style of performance) is an important factor in the flying of the Tippler.

Beyond the basic form requirement that the kit must not split, or land anywhere but on the loft, the true connoisseur of Tipplerdom's elite has an appreciation of the high, wide, and handsome beauty of pigeon flying. To approach the high standard he sets for them, his birds must not be tree-toppers or roof-walkers; nor must they go to the other extreme and spend all their time so high up in the blue that keeping them in sight is difficult. Good form consists, partly, of rising to great heights, gradually working themselves to a lower level, returning to the clouds again, and mixing this up and down movement with a plentiful exhibition of "raking" back and forth in all directions. In a word, variety.

Variety is distinctly unwelcome, though, in wing action, another important part of form. Here, similarity, motion in concert, is looked for.

A team flying well, all members displaying identical wing action, has the confidence-inspiring beauty of a well-built engine hitting on all cylinders. This matching action of the component parts of the kit imparts a uniformity that is as productive of results as it is eye-filling.

Achieving this picture-perfect form is possible only after the fancier has gotten "under his belt" lots of "know-how" producing experience.

He must keep before him always the mental picture of what he wants, he must know how to get it, and he must

recognize it when it shows up. This last requirement is often the most difficult. "What he wants" would come closer to an embodiment of personal preference than to an approximation of a general standard. The one aim all Flying Tippler fanciers have in common is long-time flying. How this is to be accomplished, and the type of pigeon best suited to the task, leaves the fancier with a wide choice, limited only by common sense. This preference is expressed in the size of the pigeon, the color, the color pattern, the wing action, the height at which the bird flies, its adaptability to the climate and conditions under which it is housed and flown, its response to the kind of handling the fancier is able to give it, etc.

The logical first step to achieve such a goal would be to acquire for breeding stock, birds that have performed well under similar conditions and that meet your preferences as to size, color, etc. Subjecting their progeny to rigid tests and strict culling should bring you within sight of your goal.

Because experience is so important in Tippler flying, this is the only pigeon sport in which the beginner is allowed a "handicap," 2 hours being given to the novice until he has developed a kit that flies at least 10 hours. This is the equivalent of the "bug" allowance that the experienced jockey enjoys. Perhaps this experience-given control of flying form is the reason that so many participants in other pigeon sports ultimately graduate to the very demanding, but satisfying, game of the Time-Flying Tippler pigeon. Economy and convenience have something to do with the changeover, of course, but I am sure it is due even more to the obvious fact that in no other sport is the application of experienced effort so readily and so satisfyingly rewarded.

The element of luck, while not absent, enters into Tippler flying to a lesser degree than is true of other pigeon sports. The Time-Flying Tippler sport is more nearly an exact science.

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Types of Competition

BECAUSE of the differences in length of days, climate, national tastes, etc., Tippler flying assumes different forms in different sections of the world.

In the British Isles, the Low Countries, and in Toronto, Canada, the competition is on a local basis. In Canada, the contestants are located in or around the city of Toronto and all fly under the same weather conditions. Overseas, even though the Dutch, English, Irish, and Welsh (strangely enough, the Scotch Tippler man, if he exists, is not heard from) flyers are located in different countries, they are actually so close together that their competition, while international, is almost as local as Toronto's.

In the United States, on the other hand, flyers participating in the same race are as far apart in flying conditions as they are in miles.

In some of the recent races sponsored by the Flying Tippler Association of America, contestants were located far down in the southeastern section of the country (Florida), up in the northeastern part (Massachusetts), out in the midwestern States (Ohio), and in Northern Michigan and Illinois. F. T. A. membership is held by flyers in California, three thousand miles away from the Maryland group.

The overseas schedule of flying events is just about the same as the Canadian program, featuring a few races, but each of considerable importance, each year. The Flying Tippler Association of the United States generally lists ten or twelve races. Six in the spring (three for old birds, three for young birds) and five or six in the fall. A young bird is one hatched during the current year, and in order to qualify for young bird competition, must bear a seamless

band issued for that year. Any bird wearing a band issued for any previous year is regarded as an old bird, regardless of its actual age. The first old bird race is usually about the middle of April, the rest following at two week intervals.

The autumn setup generally calls for a stock race for a minimum ten-bird kit and several races for any-age birds. There are usually no age restrictions for birds entered in the stock fly, but, of course, this is a matter of the preference of the fancier participating. An agreement could provide for limiting the contest to youngsters, yearlings, or old birds. The ten or more flown in a stock kit would almost certainly be owned by one fancier (the one at whose loft the birds were flying) because only his birds would be "settled" at his loft. Any not "settled" would fly away when released and would not return to the loft.

The fall series starts with the stock race late in September, the others following every other week, all races being flown on Sunday. Trophies are given for the best young bird time, the best old bird time, and the best aggregate time in each series. By "aggregate time" is meant the total of all the time flown in the three races of each series.

The flyers in the United States operate on an amateur basis, flying for the sport alone, but reports from other sections lead one to believe that considerable sums often have been known to change hands. However, this is one sport, its devotees will assure, that doesn't require "a little something on the side to make it interesting." A type of competition not now practiced in the United States, but certainly very interesting in its possibilities for enjoyment of the sport, is team flying. In this form of the game the flyers in a locality will form teams of perhaps three lofts each. The total of the times flown by the members is the team's time.

A timer's card will look something like this:

East End Team

Smith	9 hours and 11 minutes
Jones	8 hours and 24 minutes
Brown	8 hours and 15 minutes
Team	25 hours and 50 minutes

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Fly Rules

IN THE CONDUCT of the Tippler clubs, wherever found, the members are guided by pretty much the same rules that govern other similar activities. The bylaws serve to make smooth the workings of such things as band purchases at a nominal cost, the collection of dues, entry fees for trophy costs, the selection of race dates, and the formulation of flying rules.

While there is nothing sacred about the flying rules under which just about all of the Tippler centers operate, there is almost universal agreement that these laws that control the manner in which competition is conducted are well calculated to serve the best interests of the majority of the world's Tippler flyers.

This was shown once again, a few years ago, when William Hoffman, President of the Flying Tippler Association, appointed a committee consisting of William Mair, Michigan, Robert Funk, Florida, and this writer, to examine the rules under which the F. T. A. had been conducted, with the idea of modernizing or modifying them in whatever manner the need for this was indicated. This resulted in the adoption by the F. T. A. of the rules (word for word) that the Canadians use, and which in turn they had taken from the British Tippler societies. This was accompanied by a notation to the effect that the rules pertaining to strictly local competition were to be in force only where they could be applied to city-wide contests, and not as between fanciers in widely separated localities. This universality of governing requirements is a desirable thing, but should not be permitted to scare off anyone with progressive ideas for flying Tipplers under some other form of sport. New ways could be tried along with (not instead of) the old and proven form.

Following are the regulations which comprise the orthodox rules. These rules, while not word for word, are substantially as they appear in the rule books of the associations from which they are taken. Every one of the organizations does not employ all of these rules. To provide further clarification, in some instances explanatory statements have been included in parentheses.

Each competitor to fly from 3 to 20 Tipplers.

All birds to start at time set; winner to be the last kit on the wing that flew according to all rules. (The word "kit," as a verb, means to fly together in a compact unit rather than each bird flying independently. As a noun, it means a team.)

Competition not necessary in long-time flies, and in such tests, kit may be started at any time. Timer must be on hand to check birds out and in on long-time flies. In other flies, Timer is allowed one hour after start to begin timing.

All young birds must be banded with official club rings with year and number.

Young birds may be flown in old bird races.

In old bird races, any band is eligible.

Birds must settle within flyer's boundary and be checked off same day as started.

Band numbers taken at end of fly must correspond with those on birds started.

Timer must time from spot where loft can be seen. Time taken when kit is last seen, not when found.

A flyer's boundary measures not more than 100 feet from all sides of flyer's loft, and the whole of any building, any part of which is in this boundary.

Disqualification results from kit not starting within agreed upon limits, usually 10 minutes of time set for start. Time up to 10 minutes is deducted from flying time. The same applies if kit goes out ahead of time.

Flyer is allowed 5 minutes from beginning time to restart any bird that settles at starting time.

Timer must report any attempt by anyone to frighten or chase birds, and note time of such incident, reporting same with time flown.

Competitors must cooperate fully with Timers.

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Only those who fly in race have any say as to starting time of said race.

Kit must not be out of sight over one hour.

Kit not considered on split if all can be seen at any time during hour. Exception is made at start of race as noted. ("On split" is the Tippler man's way of saying that the team is not flying together, that one or more of the birds is flying off to itself.)

If one or more birds drop out of kit and land in owner's boundary, one hour is permitted for dropping rest of kit. However, if kit has flown at least 6 hours, the rest of the day is allowed for dropping the remaining birds. (The time with which a flyer is credited is that flown by the first bird that comes down. However, until they too drop, all other birds must fly according to all rules, but only the first bird's time is accepted.)

Droppers may be of any breed but the Tippler. The Dropper must be shown to the Timer before it is used and time is taken when first Dropper is put out. (Flags or whistles may be used as Droppers instead of pigeons.)

Only after first bird is down is the flyer to be allowed to show lights on premises to induce birds to drop.

Time is taken and flyer is disqualified if birds land outside the boundary lines. Flyer may catch any bird roosting inside of boundary.

Only with the Timer's permission is anyone allowed near the loft while race is being flown.

Appearance of loft must not be altered during period of one week prior to race.

No nuisance must be allowed on premises during race time.

If, during the first hour, the birds rake away from sight, they shall be allowed the remaining portion of the first two and one-half hours. (Tipplers usually circle about high above the loft, climbing at times quite high but generally keeping the loft in sight. However, occasionally they fly in a manner similar to that of the Racing Homer, and race off, ahead of a tail wind for instance, then return to the neighborhood only to fly off in another direction. This is the action the fancy calls "raking.")

Should the flyer be disqualified, the Timer must inform him of reason before leaving premises.

Timer enters time on card and signs same only after birds are settled to his satisfaction. (To the pigeon fancy in general, the word "settle" means to accustom the pigeon to the loft, to have the bird accept it as his home and return to it when he is released. The Tippler flyer also uses the word to describe the end of a flight, when the pigeon's actions upon alighting show plainly that he is not down just for a breather but is through for the day.)

In cup races, cup and monies can be won only if time is at least six hours.

In open races, monies can be won only if flying time is no less than three hours.

If above times are not flown by any of the kits entered, the race, with no added entries, must be reflown the following week.

Any member who entered but did not fly in race is eligible if refly is necessary.

Times must be actual flying times; handicaps do not count.

Relief Timers may be used but birds must be timed continuously. Reliefman, supplied by same flyer who furnished original Timer, must arrive before other Timer leaves. Timers in club races must be acceptable to club. (Timers are selected in a number of ways. Some clubs permit the flyer to select his own Timer, if he is acceptable to all of the competitors. In some clubs the Timer is furnished by one of the flyer's opponents. Some Timers are appointed by the club. As long as all members agree upon it, just about any method can be used to furnish the high-flying sport's equivalent of the "third man in the ring.")

If Timer fails to arrive on time, flyer must inform club within three hours or be disqualified. Flyer sending Timer is penalized as many minutes as his Timer is late, after first hour. Time of arrival of Timer shall be noted on back of time card, according to flyer's watch.

When competitor lives unreasonable distance from flying center, the selection of a Timer shall be left to club.

Only when a flyer changes his residence is he permitted to change the loft location he declared to be his for the first race of the season.

If Timer is not qualified, in the opinion of the flyer, the latter shall notify two officers of the club, and request a different one.

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If flyer is incapable of looking after his birds, Timer shall notify two club officers and flyer shall be liable to disqualification.

Each flyer must phone to appointed member between 12:00 noon and 1:00 P.M. to check watch, and must phone same member within half hour after birds are checked in.

A handicap of 2 hours is given to any flyer who has not flown 10 hours in competition. This handicap is not allowed in the race in which he first flies 10 hours or more. (Not all clubs favor including this handicap allowance in their rules, but where it is used it is not restricted to any particular type of race.)

Any flyer flying in the young bird races with birds bearing stretched or tampered bands shall be disqualified.

Any flyer failing to turn in time card or duplicate shall not receive credit for time flown. 7 days is usually limit of time allowed to return card. Flyer must return same time card he received. (Some clubs distribute Timer's cards at the regular meeting prior to each race. The F.T.A., for the last few years, has sent each member as many cards as he will need for the races on their program for that year.)

Timer shall not be allowed to examine loft while birds are flying.

No gadgets, flags, sticks, etc. shall decorate loft to keep birds flying.

Only on permission of Timer is anyone allowed near loft while birds are flying.

Any objections must be filed in writing and submitted to secretary. (Objections are lodged with either club or national secretary, depending upon whether the contest is a local or a national fly.)

Timer to check flyer's watch with Western Union before liberation of birds, also at 12:00 noon and 6:00 P.M. Any difference shall be corrected, but a difference of 30 minutes or more at 12:00 and 6:00 shall be cause for disqualification.

To enter a race, the fancier must be a member of the organization conducting it (this is not a requirement for "open" races, of course). He must send to the race secretary, prior to a previously announced deadline, the entrance fee (if any), the band numbers of the birds he intends to fly, and the name and address of the person who will time.

Band numbers of young birds are to be registered with national secretary 15 days in advance of national fly.

Old bird band numbers must be registered 30 days in advance of fly.

Full details of any substitutions in national fly must be sent to national secretary and central Timer.

Flyer must not have out any more birds than the kit started.

Should a bird kit in, fly two hours or more and drop on flyer's loft and go in, Timer shall note band number and report same to club. (To "kit in" is the Tippler fancier's jargon for the actions of a strange pigeon joining the team in the air.)

Birds on split longer than hour are disqualified. Birds to be timed as if entire kit is flying. (If flyer is able to get birds together again, he is permitted to continue to fly them as though split had not occurred. Disqualification results if he is unable to reassemble kit in required time.)

If birds are on split, time is taken and flyer is allowed 30 minutes to decide whether to take a chance on getting them together again or drop entire kit.

If Droppers are out within 30 minutes of time birds went on split, flyer is given one hour from Dropper time to drop entire kit, getting credit for time up until Droppers were tossed.

If Droppers are not shown within 30 minutes, flyer has only the balance of the hour's time from the time the birds went on the split to drop kit or get them together again. (One of the rules forbids the use of "gadgets, flags, sticks, etc." or anything to keep the birds flying. If your club observes this rule, you have just about no way of signaling your birds, and the only recourse left to get them together after a split is fervent prayer. Seriously, you must rely upon the Tipplers' gregarious instinct to do the job for you. Training flights have revealed which of the birds have strong kitting tendencies, and only these should be flown in your team.)

If kit is dropped within the hour, flyer is credited with time up to the time first bird drops, if no Dropper was thrown.

Time is credited up until first bird lands or Dropper is thrown, whichever is first.

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After first bird lands, flyer has one hour to drop rest of kit if no Dropper was thrown before first bird landed.

If Dropper is used before first bird lands, then flyer has two hours from the time Dropper is thrown to drop the entire kit, except in case where birds have flown less than 6 hours, in which case kit must be dropped within one hour.

Timer must enter on time card the time when first bird drops, when the remainder of kit drops, and when the Dropper was tossed.

All of the foregoing rules are not used by all of the clubs; the different situations facing certain groups make some of the regulations superfluous.

Upon first reading, these rules may appear to be extremely complicated; such is not the case. All are dictated by logic that becomes clear once they are called into action. New clubs should select those that appeal to the majority of the members and write them up, being sufficiently definitive to avoid misunderstanding.

CHART SAMPLES

Weather Chart

Sometimes used to record conditions under which fly was held, as an aid to determining conditions best suited to birds.

TIME OF DAY	6 A.M.	9 A.M.
HUMIDITY (%)	97	96
BAROMETER (INCHES)	29.8	29.6
WIND DIRECTION	S.E.	S.E.
WIND SPEED (M.P.H.)	14	17
TEMPERATURE (DEGREES)	44	45

Notes can be taken every few hours, or when major changes occur.

Timer's Worksheet

RELEASE TIME: 5:00 A.M.

ALL BIRDS SEEN AT:

5:00 - 20 - 35 - 50

6:00 - 35 - 55

7:00 - 05 - 25 - 40

8:00 - 20 - 30 - 55

9:00 - 25 - 50

10:00 - 10 - 25 - 55

11:00 - 05 - 30 - 45

12:00 - 05 - 10 - Down at 12:15

TIMER'S REPORT

DATE: May 25, 1958

LOFT: John Smith

AGE OF KIT: Young birds

STARTING TIME: 7 A.M.

DROPPERS: 7 P.M.

DOWN: 7:20 P.M. - 7:27 P.M. - 7:28 P.M.

TIME FLOWN: 12 hours

NO. OF BIRDS IN KIT: 3

BAND NO.'S F.T.A. 58 - 3312, 3322, 3331

WEATHER: Clear, cool, S.W. wind.

REMARKS: Flew very well, kitted perfectly, were not too tired when they landed. Think they'll be "hot" for the next race.

TIMER'S SIGNATURE: Joe Doaks

CERTIFICATE

(Front of Card)

THIS IS TO CERTIFY THAT THE LOFT OF *John Smith, 608 E. North Avenue, Baltimore, Maryland,* IN AN OFFICIAL CONTEST OF THE F.T.A. OF AMERICA ON *May 8, 1958,* PLACED *2nd* WITH A TIME *OF 11 hours and 24 minutes,* FLYING A KIT COMPOSED OF (BAND NO.'S) *F.T.A. 58 - 123, 124, 125.*

THE WINNER OF THIS CONTEST:

Sam A. Jones
642 Greentop Road
Baltimore, Maryland

FLEW A TIME OF *12 hours and 7 minutes* WITH A KIT COMPOSED OF (BAND NO.'S) *F. T. A. 58 - 184,* 185, 186

(Back of Card)

OTHER COMPETITORS WERE:

_____
_____
_____
_____
_____
_____

SIGNATURE OF SECRETARY: _____

Training the Tippler for Flies

A STORY familiar to every racing pigeon fancier is the one involving the crossing of Carrier pigeons with parrots, to enable the pigeons to deliver their messages verbally. Even better would be a cross between a parrot and a Tippler.

In the meantime, we've got to work with what we've got, and while some of these Tipplers are real sharp cookies, "they ain't talking, see?" So the Tippler man has to figure them out, and a knowing one can hold the guess work down to a minimum. However, this "know-how" comes only with experience, and there are no short cuts that I know. The veteran can tell the newcomer plenty, and is almost always more than willing to do so, but the latter can learn it best in his own fashion and will thoroughly enjoy the process all along the way. So don't just stand there; get to it, have fun.

What goes up must come down. The rules insist upon this. Band numbers of the birds making up the team are noted before the fly begins and checked off after the team drops. The ones that come down must be the ones that went up, or the time flown is not credited. As I said, what goes up must come down, but it must not come down until you want it to and give the signal. It must stay up there, knowing the job is not done until the Droppers appear. The kit must fly that extra time that makes the difference between winning and losing.

Training Flying Tipplers is simplicity itself. It consists of teaching them where they live; to land only on the loft where they live (never anyplace else); and to land only when they have been given the signal to do so. Simple?

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Yes, but it is in the bringing of this simple design to fruition that the Tippler sport rises to a high art form.

The time to start training the young birds is almost always determined by their age. The successful exceptions to this rule are rare. If a Tippler is allowed to mature before training is started, he will have acquired so many bad habits (any one of which might make him unfit for racing) that his potential as a competitive flyer is rather low. A good Tippler is one that has never made a serious mistake, such as landing out of bounds, or dropping before getting the signal. If experience has taught him that such things are tolerated, he may be expected to use this knowledge on race day. The Tippler sport, the specialized ornithology of the bird-watching purist, exacts a great deal from its performers, and if they are to meet the requirements, they must be started right.

Because of the innate desire to fly on the part of the breed with which they are dealing, Tippler fanciers, probably more than any others, are confronted with the problem of losing youngsters while trying to "settle" them. A Tippler only six weeks old is able to take off into the sky the first time out. With some strains, even the five-weeks-old birds are too strong to trust. To avoid "flyaways," take youngsters from the nest at the age of twenty-five days, transfer them to the young bird section for about three days, and place them on the loft roof or landing board when they are about four weeks old. This is best done the first few times at dusk. Put them out hungry, let them move around a bit, then push them through the trap door into the loft and feed them along with the Dropper. After a few lessons, they will get the idea. Keep the Dropper handy, ready to be tossed if any of the youngsters should take off. Put them out a little earlier each evening. (Later on, when they are being conditioned for a race, they will be released every other day). After they have learned to recognize their loft from the air, start them off each evening by driving them off the loft and into the air. This should not be done until they are well settled. By the time they are eight weeks old, they should be able to fly several hours every other day. They should not be permitted to fly themselves out

during training—save something for the races. Three or four hours should do the trick.

Considerable experimentation will be required before it is known what in the way of kinds and amounts of grains, exercise, etc., is required to get the most from your team. Approximately a week before race day, fly the kit for about six hours instead of the usual four hours. The following night increase the diet either in amount or in caloric power, or both. The next day fly six hours again. They will probably want to go longer, but drop them while they still desire to fly. This is the last training flight before the race, and probably will be on Wednesday or Thursday. The next few days are given over to the rest-up and feed-up. A drink of water before their release on race day winds up the routine.

The novice often asks: "How do you get the pigeons to fly together in a kit?" The answer is: "To a large extent you don't; the instinct of the breed does it for you." Breeds such as the Croppers and the Oriental Rollers are independent individualists that fly singly, refusing to "bunch," as the racing pigeon man calls it. The Birmingham Roller and the Tumbler (from which the Tippler descended) prefer to fly in a tight flock. Some show this tendency much more than others. The stronger this instinct, the less likely they are to go on a split.

Equaling training in simplicity and demand upon the fancier's resourcefulness is another important requisite: conditioning. There are almost as many variations of the conditioning operation as there are fanciers who find this phase of the game one of its most compellingly engrossing activities. Each one boasts of a "secret" that is peculiarly his own. However, these methods, different though they may be, are all related to the same basic fact: a well-bred, well-fed Tippler can and will fly ten hours or so, and enjoy every minute of it, anytime he feels in the mood—but there is the rub. You don't want him to turn in his best performances when he wants to; you want him to give his all when you want it, on the day when the race is flown and the chips are down. Then he should fly around the clock and then some. This is brought about by a well-balanced program of fly days, rest days, low-feeds, and feed-ups.

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Rest days and their effect upon the birds in training can be easily understood by anyone who has done much horseback riding. The horse that is ridden every day is easily handled. Skip a day or two, and his pent-up energy begins to show itself. Let him rest a week before you ride him and you'll need assistance even to get the saddle on him. Much the same idea underlies the use of rest days by the Tippler flyer. By feeding lightly once every evening, and flying every other day, the energy from the rest day helps the pigeon to give his four-hour training fly on fly day without suffering any privations from his low-feed. (How was that again?)

A few weeks before the racing season begins, the trainer flies his four-hour every-other-day exercise schedule and determines how little feed each bird in the kit requires to perform without losing form. After several weeks of this, the team has become accustomed to flying in this low-fed condition and staying up until given the signal to drop. This becomes their normal flying condition. About three or four days before the contest, the birds are given their last training flight and the feed-up is begun. This is the build-up. Now they are getting four days rest in a row and a "high octane" bill of fare that is going to send them up on race day just "raring to go."

Now, as has been noted, these well-fed pigeons should fly about ten hours or so before they burn up their calories and return to their normal flying condition. If they've been trained properly, they should continue to fly until signaled down fourteen or more hours after they started flying.

In putting into effect the low-feed system, the fancier makes a pretty close approach to the impossible: he almost gets something for nothing; or rather, he gets something for almost nothing. He exercises his flying team on energy produced by enforced rest and a diet short in quantity and low in nourishment. In most instances the grain make-up of this low-feed is wheat and/or barley. The strain of Tippler, the climate of the loft location, the training schedule—all play a part in determining which grain or what percentage of both is best employed. The amount is generally three ounces for four birds. This is an approximation, the exact quantity being determined by results obtained from

experimenting with different quantities. Barley is the "lowest" of the grains used by the Tippler flyers. Wheat is a little bit "higher." In an effort to maintain as great a difference as possible between low-feed and feed-up, the trainer tries to have the birds train on barley alone. If this is not sufficient to keep the team in form, a small amount of wheat replaces a like amount of barley. This percentage of wheat is increased if necessary. Only as a last resort is it advisable to use all wheat, or to add peas or corn, which is sometimes necessary. It must be admitted that this is not always applicable. Whether it is the climate, the training, or the type of Tippler, some fanciers simply cannot get their birds to do anything worthwhile on barley. But, if it is possible to do so, it is best to start at the bottom.

At the opposite end of the scale from low-feed is the feed-up, the concentration of energizing and stimulating food properties that will impart to the birds' diet the quality that the advertising copy writers for gasoline refer to as "total power." This is aimed at making the team want to get up and go, enabling it to stay up and keep going.

The energy and stimulation come from a combination of two kinds of feed mixtures. The first is usually the kind known to the Racing Homer fanciers as "Racer-Breeder," and is a combination of such grains as corn, wheat, peas, Kafir, and others that supply the energy to fly long hours. The second is a blend of canary seed, flax, hemp, linseed, etc. that stimulates the birds to want to fly those impressive lengths of time.

Wherever Tippler fanciers gather, petitions are probably being drafted to banish me from the company of truthful men for oversimplifying this to an unrecognizable caricature of what they know as low-feed and feed-up. And if I weren't the one who wrote it, I'd be in the forefront of the movement, because this explanation falls far short of the whole picture; for example, quite often pigeon foodstuffs are used that are not mentioned here. Some flyers use only one or two grains. Some use the same feed all the time but increase the amount for the feed-up. Some of the flyers, mostly in the old countries, bake what they call "cake" from a grain and seed mixture that they keep a deep, dark secret. As I mentioned earlier, there are almost as many methods

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as there are flyers, and obviously I cannot give them all. What I have explained will give the new fancier a general idea of what is to be done and how to go about it. As he progresses in the sport, he will discover that certain parts of his original plan are, for reasons of time, facilities, strain, climate, etc., unsuitable to his way of training and he will replace them with parts of another plan that better suit his needs. There is no one way that is the only right way. It is right only if it is right for you. Two old sayings sum it up: "One man's meat is another man's poison," and "All roads lead to Rome."

Experience and common sense will point out to the observant flyer a number of "tricks of the trade" that will make him a more successful fancier. Some very obvious ones are given here. At least once a week all birds should be given greens in some form, cut up lettuce, dandelion stems, etc. that have been sprinkled with a little salt (but no salt should be given for two days before a race). The effect of the greens upon your birds' condition will indicate which are most suitable and how often they should be given.

During the moulting season and the show season, rub some cod liver oil on the palms of your hands and handle the grains just before feeding. Do not mix oil with feed to be stored as it will become rancid. The feed storage problem in general is one that should be considered carefully. Clean, dry, airy containers are recommended. Feed dealers can show the newcomer what is best for this purpose.

Do not feed in daylight. If always fed by artificial light, birds will fly longer knowing they will not be fed until dark. Wait until at least an hour after birds have landed before feeding.

Except for race days, when the birds should be given water just before they are released for the fly, give water only after feeding. After a pigeon has eaten enough to meet his needs, he will stop and look around for water. Sometimes he will return for more feed. Some fanciers contend that permitting birds to do this is overfeeding. In each case a check on the resultant condition of the birds will reveal whether this is true. But in no case should birds (except breeders) have feed left around after feeding time.

Grit for pigeons is a special kind made up into a formula

that supplies all of the grinding agents, minerals, trace elements, charcoal, etc., the elimination of any one of which detracts from the total good health of the pigeon. Grit should be available at feeding time except on the two days prior to the race, for the grit usually contains salt which might increase thirst and make flying more difficult.

If the race day is likely to be cool, add some corn to the feed-up, but if the weather is warm, make sure that none is included. It is recommended that on the night before a race, a few drops of port wine be added to the water to serve as an additive to the small-seed feed-up. Port wine may be given with toast and hard-boiled egg yolk at the first feeding after a very long hard race.

Ordinarily, baths are given several times a week, and a healthy pigeon loves to splash in the bath pan no matter how cold the weather is. Ideally, the bath pan should be available for use in the morning sun, and it is not necessary on rainy days. Tipplers are hardy creatures and it is not necessary to heat the water for bathing. Pigeons often take advantage of a pouring rain to take a "shower," opening the feathers and extending the wings to get its full benefit. The race team should not be permitted to bathe for at least three days before a contest as water removes the desirable "bloom" from the feathers and the birds are likely to fly better if they are in a powdery, corky-dry condition.

The foregoing pointers regarding the feed-up and the bath apply to preparing a pigeon for a show as well as for a race.

With the advent of very warm weather, the moulting of the feathers, which has been proceeding slowly and almost unnoticed since spring, is suddenly accelerated and the bird, as the pigeon man puts it, "falls apart."

Moulting is a yearly occurrence, and a perfectly normal phenomenon. Young birds hatched well before the moulting season have a moult that is attuned to their age and condition, independent of the seasonal one. Other than this, a loss of feathers is an indication of illness or poor condition.

When birds are in heavy moult, all of their energy and resources should be directed to the production of good feathers and should not be drained off by hard training, racing, or breeding.

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Control of the Tippler in Flies

IN NO OTHER form of pigeon flying sport is control possible to such a degree as in Tippler flying. In fact, it is a vital necessity if the fancier's efforts are to be rewarded with satisfying results.

From the time when Racing Homers are released at the race station until the time when they arrive home, they are entirely beyond the control of the fancier who is flying them. He can do nothing to prevent their stopping on the way, nothing to increase their speed. The Roller man can do absolutely nothing to increase the frequency or depth of the roll of his birds once they are in the air. However, the Tippler flyer can, with the aid of signals, increase or decrease the time of flight. And as this *time of flight* is the all-important quality in the performance of the Flying Tippler, the desirability of being able to step on the "gas" and the "brake" can be readily seen.

The "gas" in most instances is a flag of some sort. This consists of a white cloth on a pole attached to the loft. Most club rules forbid its use in a race, but if used in training, this is generally sufficient. At first it is necessary to wave the birds off with it as they attempt to land. After they have learned what it is for, it is necessary only to mount it on the loft where it can be seen.

The "brake" is usually a flashy white or white-marked bird of a non-flying breed used as a *Dropper*. By *non-flying* is meant that they are incapable of sustained flight, but of course they can get off the ground and perhaps take a few swings around the loft. Two very popular breeds used as Droppers are Fantails and Nuns, although any breed except the Tippler may be used.

The fancier's preference for either the Fantail type or the Nun type as a Dropper is usually quite pronounced. Some seemingly do better with the Fantail, which will move about on the loft roof very actively but will not fly up. Others prefer the Nun type which will fly up to meet the Tipplers and entice them down after flying around the loft, very low, a few times. There is no reason why both cannot be used.

It is sometimes suggested that the flag be used along with the Dropper to get the kit together when it is on a split. The Dropper is thrown to attract the birds that are in sight. When they start down, the flag is put out to drive them up before they land. They will hover about watching the Dropper and waiting for the flag to disappear. This hovering action will cause the other birds to join them. When they are no longer on split, the Dropper is removed and the fly continues.

The three pinpoints moving high, wide, and handsome in formation against the sky are like a kite on a string when controlled by a competent Tippler flyer and can be reeled in almost at will.

Yachtsmen apply the word "yare" to a craft that is beautifully responsive to controls. In the hands of a good pigeon man, a kit of high-flying Tipplers is often a remarkably good example of "yare."

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Race Schedules

AS LONG as the present "dark flying" rule is in effect, the flyers on the North American Continent will never be able to compete successfully against the Tippler fanciers in the British Isles. The present regulation governing this matter requires that the birds not be out of sight for more than an hour, except at the beginning of the fly when they may be started at such a time as will enable them to fly the first two hours in darkness. This two-hour limitation will have to be removed as it is obviously unfair. The American and Canadian flyers must be permitted to fly a greater percentage of their time in darkness. We just do not have the long daylight hours that are enjoyed by our overseas fellow-fanciers.

With rules that permit it, and special training to help the Tippler to do it, it is just possible that the world Tippler record might someday be held by America. At least we could enjoy the thrill of trying to achieve this honor if the regulations did not rule us out before we even got the birds off the loft.

Almost without exception, the long-time Tippler records, young bird and old bird, world, North American, United States, English, Irish, etc., have been made by fanciers flying competition teams containing only three birds. To the experienced Tippler man there is nothing surprising about this, the reason being very clear, indeed.

To mention only the most obvious, keeping in mind that a kit capable of flying long hours must be well balanced, with all members in equal condition, it is certainly much easier to get three birds in the same degree of condition than it is to shape up five, seven, nine, or more birds. (Incidentally, Tipplers are flown in odd numbers, three being the minimum kit size.)

Even if it were not difficult to keep all members of a large kit flying without at least one backslider dropping out and ruining the kit's chances, it is one whale of a lot harder to get all the members of a big team down out of a darkening sky and into the loft, than it is to drop a three-bird kit. Additionally, if there is any advantage or disadvantage to flying many or few, when all contestants fly the same number these inequalities are evened.

All-year-round competition is not feasible due to extreme heat in midsummer, time out for moulting, severe weather during the short days of winter, the desirability of getting the pigeons into shape for the show season, etc. The F.T.A. actually schedules ten races a year, but the fifteen race program which follows is suggested to make possible even greater opportunities for competition. The races which are designated as "Regular" are those scheduled at the approximate dates upon which the American fanciers regularly fly their races year after year. Unlike that of the flyers overseas, the Tippler sport in the U.S.A. does not observe national holidays with races. That is why these suggested additions are here called *specials*. A Tippler race series traditionally consists of three flys. The suggested *extra* series is so called simply because it is competition over and above the three regular series and specials.

It is possible to invest your race program with a good deal of local color, naming each race and series after some person, place, or occurrence famous in the history of your section. This makes the publicity of your club activities much more impressive reading.

This 15 race program can be broken down into five separate series, each one complete in itself. Fanciers could train for participation in the races that best suit them. Those who lean toward the type of program that the British favor (a few widely spaced races each year) or the American type schedule (a race every other week) could by picking out the races to fill such requireme[illegible] a schedule to suit themselves perfectly. There [illegible] enter all of the races. You have the right to pic[illegible]

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However, they are all open to the ambitious flyer who likes to get into all of them.

All races should be flown for overall, old bird, and young bird honors. A young bird kit (composed of birds hatched during current year) could fly for young bird honors and overall (best time regardless of age of kit) honors. An old bird kit (no age limitation) could fly for honors in the old bird and overall classes. Such a program could be started and carried on by as few as two flyers in any locality. There should be no hard and fast rules relative to starting time or kit size.

Using the Baltimore area as an example, the following, which could be adapted to your locality, will give some idea of a sample program.

15 Races

March 30	Early Bird	Extra
	Baltimore Our Baltimore	
April 13	Monumental City	Regular
April 27	Patapsco River	Regular
May 11	Oriole	Regular
May 25	Free State	Regular
May 30	Memorial Day	Special
June 8	Chesapeake Bay	Regular
June 22	Blackeyed Susan	Regular
July 4	Independence Day	Special
Sept. 7	Labor Day	Special
Sept. 21	Fill-in	Extra
	Maryland My Maryland	
October 5	Fort McHenry	Regular
October 19	Federal Hill	Regular
Nov. 2	Flag House	Regular
Nov. 16	Wind-up	Extra
	Star Spangled Banner	

The records do not always support such a belief, but it is generally felt that because of their maturity, old birds have an advantage over the young birds, although the latter's youthful vigor sometimes overcomes this. However, recognition is given this to the extent that young birds are permitted to fly for old bird honors, but old birds are barred from young bird competition.

Recognition could be given for the aggregate times flown in each of the following separate series:

Baltimore Regular Series

April 13	Monumental City
April 27	Patapsco River
May 11	Oriole

Maryland Regular Series

May 25	Free State
June 8	Chesapeake Bay
June 22	Blackeyed Susan

American Regular Series

October 5	Fort McHenry
October 19	Federal Hill
November 2	Flag House

Holiday Special Series

May 30	Memorial Day
July 4	Independence Day
September 7	Labor Day

Anthem Extra Series

March 30	Baltimore Our Baltimore (Early Bird)
September 21	Maryland My Maryland (Fill-in)
November 16	Star Spangled Banner (Wind-up)

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Single Bird Flies

WITHOUT the "glue" supplied by its teammates to help keep it up, a Tippler flying alone will not stay aloft for times comparable to those turned in by a kit. To my knowledge, no group has ever made any effort to fly single birds competitively. I think if such an effort were made, a good deal could be learned about single bird flying and great improvement made in the times flown by the few interested individuals who have tried it.

Perhaps a single bird flying alone from start to finish will never achieve the results given by a team. In fact, the very best might fall so much short of a good kit performance that flying in darkness may never be necessary.

This opens up a field of Tippler flying in which North American fanciers could expect to compete on even footing with the flyers in the British Isles and on the Continent. The United States does not have the long daylight and twilight hours that the overseas fanciers have and use so advantageously. A little thought on the matter will reveal that single bird flying has many advantages to recommend it.

This is suggested, not as a replacement for but as an addition to kit flying, perhaps as match races, or off-week extra races.

The lazy fancier will find it to his liking, since it is easier to pick one bird in good condition than three or more for a kit balanced by matching condition.

By the application of a bit of ingenuity, the members of a Tippler organization could devise a number of different ways that the birds could be flown either in special novelty races, or as features in all the races on the schedule.

An interesting possibility is the *best bird time* (this is different from the *single bird fly*, just mentioned, in which only one bird is started). In the *best bird fly*, after the kit time is taken, the time should be recorded for each bird as it finishes. Honors could thus be won by a fancier for *best bird time*, even though his kit did not win. Except for kitting, birds would fly according to rules. This might make possible "out-of-area" contests (similar to the racing pigeon sport) on an international basis with all birds being flown at one loft or several lofts in a good Tippler section of the world. Fanciers in poor locations could send birds there with a chance to fly under better conditions in a big "Washington International" of the air.

As an experiment, an "average-time fly" could be given a trial—all contestants to start the same number of birds. As each bird drops, its time is taken. Times are totaled and divided by the number of birds in the kit for average time.

Another type of contest that would prove interesting would be one based on a percent of maximum system, in which an allotted flying time is set (for example: official sunup to sundown, with a known maximum time), and the winner would be the loft with the best percentage of the maximum time flown in all the races in a series. This would make for greater consistency in all races rather than one all-out race in each series in which the birds fly from dark to dark. The flyer who is ahead in the standing could fly in each race only as long as was necessary to keep ahead, and not burn up his birds needlessly.

If the fanciers felt really "radical" they might try a race in which they purposely did what they occasionally do against their wishes in an "overfly." By starting a fresh eager team at dusk in the late spring or early summer, when the dark hours are short, they might fly the birds into the dark, keep them up and have about eight hours of flying time to their credit when the sun came up to start the flying day. This is admittedly a wild idea and the sticklers for Tippler tradition will, of course, have none of it, claiming it cannot be done. Maybe they are right, but I would rather withhold my opinion until it has been given a good try, and to my knowledge it never has. It is worth trying. What can you lose?

Outstanding Time Records

MANY magnificent performances have been turned in by flying teams in the long years of Tippler history. Almost unbelievable records have been set and some have remained on the books untouched for great lengths of time, despite the strenuous efforts to better them.

The World Record of 19 hours and 35 minutes was set by Jack Cockayne of Sheffield, England, on June 5, 1922, flying a kit of three old cocks.

The World Young Bird Record of 17 hours and 18 minutes is held by the Dutch, having been flown in 1949 by Van Kolk with a three-bird team.

On June 18, 1950, Bill Adams, of Richmond Hill, Toronto, Canada, set a new North American Record of 17 hours and 25 minutes, flying a kit of three cocks (two yearlings and a five year old). This kit is now in the United States, owned by Bill Mair of Detroit.

The North American Young Bird Record of 15 hours and 58 minutes was flown by Douglas Prud'Homme of Toronto, Canada, on July 10, 1955, with three fourteen-week-old youngsters. He released them at 5:30 A.M. and dropped them at 9:28 P.M. This bettered by three minutes the record which Jack English had held since 1933.

On May 23, 1937, Fred Erbach of Maspeth, Long Island, flew a kit of three old hens for 17 hours and 18 minutes to establish the United States Record. At that time this was also the North American Record. Two years later, Ed Robinson of Toronto, Canada, bettered this by one minute, to take the North American crown to Canada.

The United States Young Bird Record of 13 hours and 12 minutes was set on May 20, 1956, by a five-bird kit flown by

William G. Hoffman of North Linthicum, Maryland. The previous holder of this record was Virgil Schiavone of New York, whose 12 hour and 35½ minute record was made on September 17, 1939.

In the Flying Tippler Association, the best performance in some time was carded by Bill Hoffman, North Linthicum, Maryland, on May 13, 1951, when his kit of two yearlings and one two-year-old flew 13 hours and 27 minutes, flying from 7:00 A.M. to 8:27 P.M., and meeting all the rules to the very letter.

In official F.T.A. competitions, a number of clean sweeps have occurred. The most recent was that of John Duerr, Westmont, New Jersey, who took all four of the races scheduled in the Fall Series of 1954. Bill Crowell of Lynnfield, Massachusetts, and Julius Kievitt of Wallington, New Jersey, in 1950 and 1952 respectively, each won all of the three any-age races and earned the hard-to-get triple crown. However, in F.T.A. records, 1949 goes down as Charley Dvorak's year. That was the time when the eyes of the F.T.A. Tippler men were turned on Rosedale, just outside of Baltimore, where the Dvorak high-flyers were knocking off the opposition. Charley won the three young bird spring races in a row, won the free-for-all to make it four in a row, stretched it to five in a row with the first fall race, and almost got the second fall race but was disqualified despite the fact that he had the best time in the contest.

Each club and flying center record is almost as highly cherished by its holder as the world and national records are, and enjoyable indeed are the efforts made to break them.

There is many a human interest story behind the setting of Tippler time records. After trying for forty years, Bill Adams set his North American mark just a few months before he died. Imagine all the pigeon enjoyment and thrilling near misses that were his before he wound up his last year with the record that eluded him and so many others for such a long time.

Among some of the better-known time records are the following:

Dutch Old Bird, 15 hours and 45 minutes.

Welsh Young Bird (Davies), 15 hours and 52 minutes.

English Young Bird, 17 hours and 8 minutes, set by A. Metcalfe, Doncaster, in 1938. This bettered by eight minutes the time Jack Holland made in August 1932, beating his own 16 hour and 56 minute record made five years before.

The Irish Old Bird Record was set in 1938 by A. Henderson, Belfast, with 14 hours and 4 minutes.

W. Tweedle, Downpatrick, in 1938 flew a time of 14 hours and 14 minutes to win the Irish Young Bird Record.

One shining goal that is suggested by a study of existing records is the possible "killing of three birds with one stone" by a United States fancier flying young birds for better than 17 hours and 25 minutes. In one fell swoop, such a performance would gain for the fancier the North American Record, the United States Record, and the World Young Bird Record (the latter two by at least 8 minutes). Successfully performing such a feat, while a very challenging undertaking, is by no means impossible. For about two weeks during June, the United States has about sixteen hours of daylight. By flying the first hour and one-half or so in darkness (starting about 3:30 A.M.) the birds could fly about 17½ hours by 9:00 o'clock P. M. Many adjustments would probably be called for, such as an earlier start in the morning, dark flying after nine, flying the race in May (possibly cooler), exchanging daylight for cooler weather, taking advantage of the full moon, etc.

This could be the top effort in your yearly schedule, with all other flies serving to get the team in shape for the supreme test, and as noted, it is possible. A really smart Tippler fancier who knows how to take full advantage of the young bird's well-known zest for flying, can come close enough to get his all-time Tippler "kick" even if he never quite sets the record.

Many fanciers have broken the world record unofficially. The official time is 19 hours and 35 minutes, but times of 24 hours and over have been flown, to the satisfaction of fanciers whose birds have turned in these fantastic performances, but in doing so infractions of the rules have been committed. In most instances, it is the hours of "dark flying" which rule out the acceptance of the record. The rules require the kit to be seen every hour (or rather they must not

be out of sight over one hour). Obviously, they cannot be seen in darkness.

There are a number of ways in which Tipplers indicate (not prove) whether or not they flew all night. If, when last seen at dusk, they are flying high and in formation, and are flying the same way at dawn, they have probably been up all night. However, if dawn finds them coming back, flying low, from all directions, then most likely they have been down. Another test is to get them in and feed, then turn them out again. If they go up, you can be pretty sure that they have not been flying long. If they have been flying all through the darkness, you will have a difficult time getting them to take to the air again until they have had a good rest.

The best test of all is provided by the fancier's "know-how." An experienced pigeon man can hold a bird in his hand and tell fairly accurately whether that bird is tired or rested. But he cannot prove it, so the good performance cannot go into the records. Some of these outlawed flies are really "lulus," though. One very representative time comes to mind. Out in the Gardenville section of Baltimore, one of the Tippler fans got his kit off to a late start, putting them up about 10:00 A. M. He was unable to drop them at dark. He and his Timer, feeling that the birds were still strong, were on hand before dawn the next day. Except for the "darkness clause," the team flew according to the rules until about 1:30 P.M. They passed all the tests to their owner's satisfaction. He just "knows" they flew 27 hours.

Some Tippler authorities claim that the birds cannot fly long in darkness. Others point to the Army's night-flying Homers as successful contradiction. Take your choice, you will have lots of company, including those who claim that on moonlight nights they can see their birds every hour in accordance with the rules.

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Showing the Tippler

IN AMERICA, classes for the Flying Tippler are included in almost every all-breed show. Most ge pigeon centers stage several shows each year, and the fairs have pigeon sections which Tippler men find to then

The Stan for the show Tippler (not the show specimen of the Flyin pler) calls for a shapely bird in four color groupings: Selfs, C s, and Mottles, the latter either Light or Dark. The show Tippler, like its cousin, the Flying Tippler, has a varied background ing back to the Smerle, Owl, and Tumbler, so getting them color breed true to form is not the easiest of pigeon games.

Like the thoroughbred horse, the Flying Tippler comes in different sizes and shapes, no one of which is superior to the others under all conditions. The general appearance and bearing of a typey Tippler is suggestive of the classic beauty of the purebred Arabian horse, with the same sturdy, compact body, well-arched, shapely neck; head small in relation to body; and nose and mouth small in relation to head. The Tippler standing alertly at attention has "good breeding" written all over it. Although not characteristic of all types of Tipplers, a broad chest and wings that seem large for the body add a desirable, athletic look to the bird. Any feature, characteristic, or condition that detracts from such an ideal is not to be tolerated by the "builder-uppers" of the breed.

Feathers that are loose, dry, broken, or that show signs of insect damage or poor health, watery eyes, a listless lack of animation—all show plainly that conditions are not as they should be.

A pigeon that is well always feels, looks, and acts the part. Silky, smooth, tight-fitting feathers that slide through the hands, dry, bright eyes with a challenging look, a prancing, wing-beating behavior, reassure the fancier that he has "got them right."

In Canada, and in England too I believe, show classes have been provided for the show specimens of the Flying Tipplers that have demonstrated their ability as long-time flyers. Before their owners can enter them in the show, they must prove, by presenting signed certificates, that the birds have flown a certain length of time in actual competition (whatever the class minimum calls for). This type of show class, the equivalent of the Racing Homer Diploma Class, has been discussed, but, to my knowledge, never included in any American show. This is unfortunate because such a class would enable interested fanciers to see the very best Tipplers—not just beautiful ones, but those that by their records have proven their superiority in the sport for which the breed was originated. Such birds would be real exemplars of "handsome is as handsome does."

They could be entered according to their best time: eight-hour birds, twelve-hour birds, sixteen-hour birds, etc., and all birds having qualified for their class would be regarded as equally good flyers and then placed as to their quality as show birds. The best in the class would then be the bird conforming most closely to the Tippler Show Standard and exhibiting the finest condition as a flyer. Almost any experienced Tippler fancier-flyer could judge a class of this kind, because he performs half of this task every time he flies his Tipplers in a race. Knowing whether or not a bird possesses the points called for in the Standard requires only an examination of the bird and an understanding of the Standard. A judge, keeping in mind that the Flying Tippler is an athlete, not a hot-house plant, would know which of the points should be given greatest consideration.

A dual-purpose strain of Tipplers for long-time flying, and for showing in the "time-flown" show class, would be a really all-round pigeon. Its developers could, with a small, select stud, participate in both fields of Tippler activity and keep pigeon-busy all year around. Producing that good one that has a chance in both games would be a job that was doubly difficult, but once achieved, doubly satisfying.

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Here would be the purposeful task of producing, not a useless show bird conforming to an artificial Standard set arbitrarily, but a beautiful specimen of a breed designed for a specific sporting purpose. The goal would be clear, though, and a good pigeon man could reach it.

In so many games, sports, and cultural pursuits, there is an unsatisfying quality of impermanence, the present having no direct descent from the glories of the past or hope of connection with the greatness of the distant future. This is not the case with those who engage in the panoramic continuity of fine livestock breeding. The man whose hobby is blueprinted by pedigree in the ascendancy, who develops, holds, and improves, step by step, generation after generation, the desirable qualities of the finest of the bloodlines of his favorite breed, works hand in hand with both the fellow enthusiast who is long since gone and with those yet unborn. He enjoys an awareness of the worthwhile nature and timelessness of his work. This is not something to be taken up and then set aside, but an interest worthy of his continuing attention. Such a man is an artist, one who works not with paint, clay, marble, or musical sound, but with a flesh and blood, living and breathing medium, to create the "thing of beauty" that, upon being taken up in turn by the the fanciers of the future, in a finite sense at least, "is a joy forever."

SHOW STANDARD OF POINTS

The National Pigeon Association's Standard for the Flying Tippler awards:

50 points on general condition.

20 points on feather condition.

30 points on remainder of make-up.

No preference to be given to any particular strain or type.

Only 5 points given for color. (No preference.)

Tippler to be judged as a working bird.

The Breeding of Tipplers

EXCEPT for the fact that they are capable of being trained and conditioned to fly for extra-ordinarily long times, Tipplers are little different from other breeds. In all of pigeondom there is no more "natural" breed than this long-time high-flyer. No extreme aims of breeding for show points have destroyed this bird's ability to take care of itself and its young. In fact, Tipplers are often used as foster parents to feed the young of other breeds, so capable are they in this respect.

The biological aspects of Tippler husbandry vary not at all from those pertaining to all pigeons. But much more often than is justified by common sense, the Tippler fancier, in his breeding schedule, puts all his eggs in one basket, or, more literally, gets all the eggs he can possibly hatch advantageously in the first round of nesting. This reduces the flexibility of his training program and race participation to such an extent that he often finds himself with too many birds in training to give any of them individual attention. And just as frequently, he has every one of his flyers in heavy moult at the same time and misses race after race while the necessary feathers are growing back in. The solution to this problem is simple, easily handled, and economical.

Keeping in mind that the kit of small size is more likely to be handleable and consequently more successful, only as many breeders as are necessary to produce these few top flyers should be considered for breeding purposes. With perhaps a pair or two of probationary breeders held in reserve for emergencies, the front line of breeders should consist of four pairs.

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Since each pair will produce two young, their first round of eight (really optimistic, huh?) youngsters will be enough to give two kits of four birds each (three for the team and one spare). And if each pair of breeders is represented by a bird in each kit, the sameness of bloodlines of the flying team will enable each to serve as a "control" on the other in feeding and training experiments.

If one of the kits is lost, the other is available. If both go the way of the unlucky, there is another round only weeks behind, for when the first round is five or six weeks old, another round of eight comes along. A like number of weeks later, the third batch is in the nest.

The beauty of this is that all the flyers are not likely to be in the same condition of moult at the same time. Unlike the "eggs in one basket" arrangement, with this system it takes more than one "bad break" to knock a loft out of competition, and you'll have as many birds as you actually need—and what's more, you'll have them when you need them.

Like all pigeons, Tipplers mate at about six months of age when not restrained, but most breeders do not put them into production until they are about a year old (at the following breeding season). Tipplers remain mated for life and are typically prolific, the parade of production being slowed up only by extremely cold or hot weather.

By tradition, the breeding season starts on St. Valentine's Day, the 14th of February, but this is ignored as often as it is observed. If you can be sure of receiving your new bands early in January, your breeding season can be started before the middle of December.

The Tippler fancier's schedule usually is such that it will give him young birds of about ten weeks of age when the first young-bird race is held. A couple of weeks one way or the other shouldn't matter. Within a day or two after they have been paired, the breeders usually mate. About eight days later, the first egg is laid. The second egg is laid two days later. Depending upon the weather or anything else that affects the temperature, the eggs should hatch from fifteen to twenty-one days later, usually about seventeen days.

Having provided himself with breeding boxes (which should be at least 18 inches high, 18 to 24 inches deep, and 24 inches long, with a front that can be closed), the fancier

places his breeding pairs together, being careful at first that fighting does not occur. Ordinarily, pigeons mate readily.

For this early-season breeding, nesting facilities should be provided indoors. Some really fine flying pigeons have been hatched around the furnace in the dead of winter and kept in the outside loft only in the daylight hours until they were settled. The theater of operation is moved out-of-doors only when the weather has improved.

It is only after careful consideration of all the factors involved that the progressive Tippler fancier selects the pigeons to be placed in production, or "set down," as he phrases it. The make-up, genetic and otherwise, of each pigeon should be such as to complement that of the breeding partner with which it is to be paired, if the breeder is to have a reasonable expectation that the offspring will be as good as, if not better than, the parents.

Not many pigeonaires are in the position where all of their breeders are their "best." The difference between the proven quality of the "top pair" and the pair at the bottom of the list is usually quite marked, indeed. Why, in the light of this, the latter birds are used at all for breeding is not easy to understand. Good management dictates that only a very few of the very best breeding pairs be used to produce all of the birds bred in the loft of the fancier whose Tippler culture is in the ascendancy.

If the controlling hand of the fancier were removed, the pigeons would very likely produce twice as many pairs of youngsters as the three or four rounds that the sport finds sufficient; for when the young are about two weeks old, the breeders have two more eggs, and thus the parade continues.

It is not necessary to provide special food for the breeding birds or their young. Through a natural process, the parents transform elements of their regular diet into food ideally suited to the needs of the young. If any doubt of this exists, the almost unbelievably rapid growth of the nestlings should dispel it. A few days before the youngsters hatch, both parents develop a crop secretion called "pigeon milk." This they feed to the young birds for the first few days. Gradually, seed and grain are added by the parents, starting with the smaller parts of the feed mixture and increasing the size until the young are being fed the same diet

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that the parents eat. The fast-growing nestlings receive by regurgitation the grains which their parents have partly digested. Before they are a month old, the young are picking up the feed themselves and are ready to leave the nest.

At five weeks of age the young Tipplers are ready to try their wings. Tippler youngsters are possibly the most precocious of all pigeons in this respect, being quite capable of flying completely away the first time they become airborne. It is for this reason that the fancier must exercise great caution in "settling" them, as the Tippler flyer phrases it, or getting them to know the loft as their home.

A fancier with a thorough knowledge of the strain soon acquires a remarkable knack of being able to recognize a subtle quality that reveals the sex of the youngsters. However, because there is no outward physical manifestation, this cannot be determined definitely until the youngsters have reached the age of five or six months, when it is revealed by their actions, the masculinity or femininity of which cannot be mistaken.

Tipplers do not reach full maturity until they are two years old. Care is advised to avoid injuring young birds and yearlings by too much hard flying if they are expected to give good accounts of themselves as old birds. Sometime during their first two years, pigeons should be given a chance to "catch up with themselves," as it were. This can be either as young birds or as yearlings. But whenever it is, they should be taken completely out of training, fed plenty of nourishing feed, and allowed to exercise only when the spirit moves.

With the always-present exception, the Tippler seldom remains at his top efficiency as a flyer for more than five years. A really good one is hardly ever allowed to, being promoted to breeding to reproduce his like as soon as his good qualities have been proven in the air.

Banding

WHILE the bird is still quite small, at about the age of five or six days, a seamless band is placed upon its leg. This band bears the initials of the banding association, the year of issuance, and a serial number. Because it cannot be removed without being broken, it serves as a life-long identification of the pigeon.

The act of banding the bird is a simple operation, every step of which is directed by the mechanics involved. The three front toes are held together in such a manner that the band will slip over them easily. The band is then pushed up over the back toe which is held against the back of the leg.

If the banding is done when the bird is too small, the band may slip off and have to be replaced. If the youngster is banded a bit late, difficulty will be encountered, but it can be overcome by greasing the leg and clipping the nail of the back toe. If banding is delayed too long, no attempt will be successful and an open band will have to be used.

A fancier can suit himself as to the way his pigeons are banded. Some prefer the right leg, others find the left leg easier to handle when holding the bird to read the band numbers. For the same reason, preference is expressed in the matter of bands being right side up or upside down. Others endow these positions and placements with significance by having them indicate the strains or families to which the birds belong.

Fanciers belonging to clubs will usually receive their bands from the secretaries very early in the year. Unattached fanciers can buy them from pet shops or from club members, who usually can spare a few.

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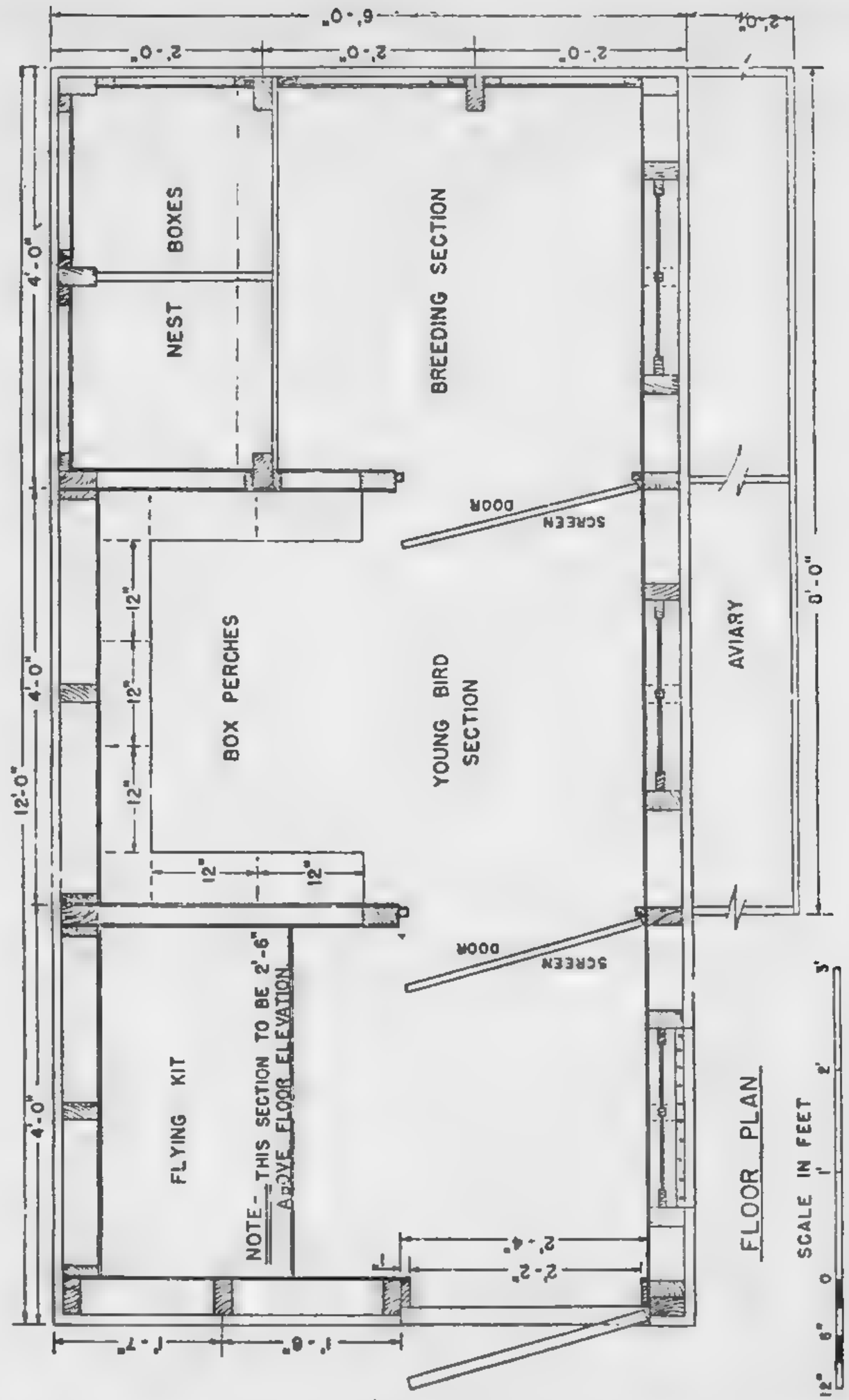
Banding for Record Purposes

AS AN AID in keeping records and to facilitate instant identification of pigeons by their band numbers, the following banding system is suggested: The last two figures of the serial number on the band are the key to the identity of the young bird and its parents. The next to the last figure indicates the number assigned by the fancier to the breeding pair. The last figure indicates the young from that pair in the order of its hatching. Thus, a bird banded F.T.A. 58-2134 would be the fourth bird hatched by pair number three. Nest mates on the first round of pair number four would be something like F.T.A. 58-3541 and F.T.A. 58-3542.

In this system, bands numbered below 0011 would not be used. The first and second digits in the four digit serial number are of no importance, unless the breeder has more than nine pairs. In this case, the breeding pairs may be refered to as the ten pair, the eleven pair, the twenty pair, or the forty pair, etc. When pairing is changed, the cock of the original pair retains the number. The record book would include not only the number assigned the breeding pair, but also the individual band number of each, thus identifying the hen and the cock even though the pairing was changed.

The careful breeder keeps records and pedigrees and leaves nothing to the unreliable mercy of his memory. A royally bred Tippler whose performance has added to the luster of his line deserves no less than this.

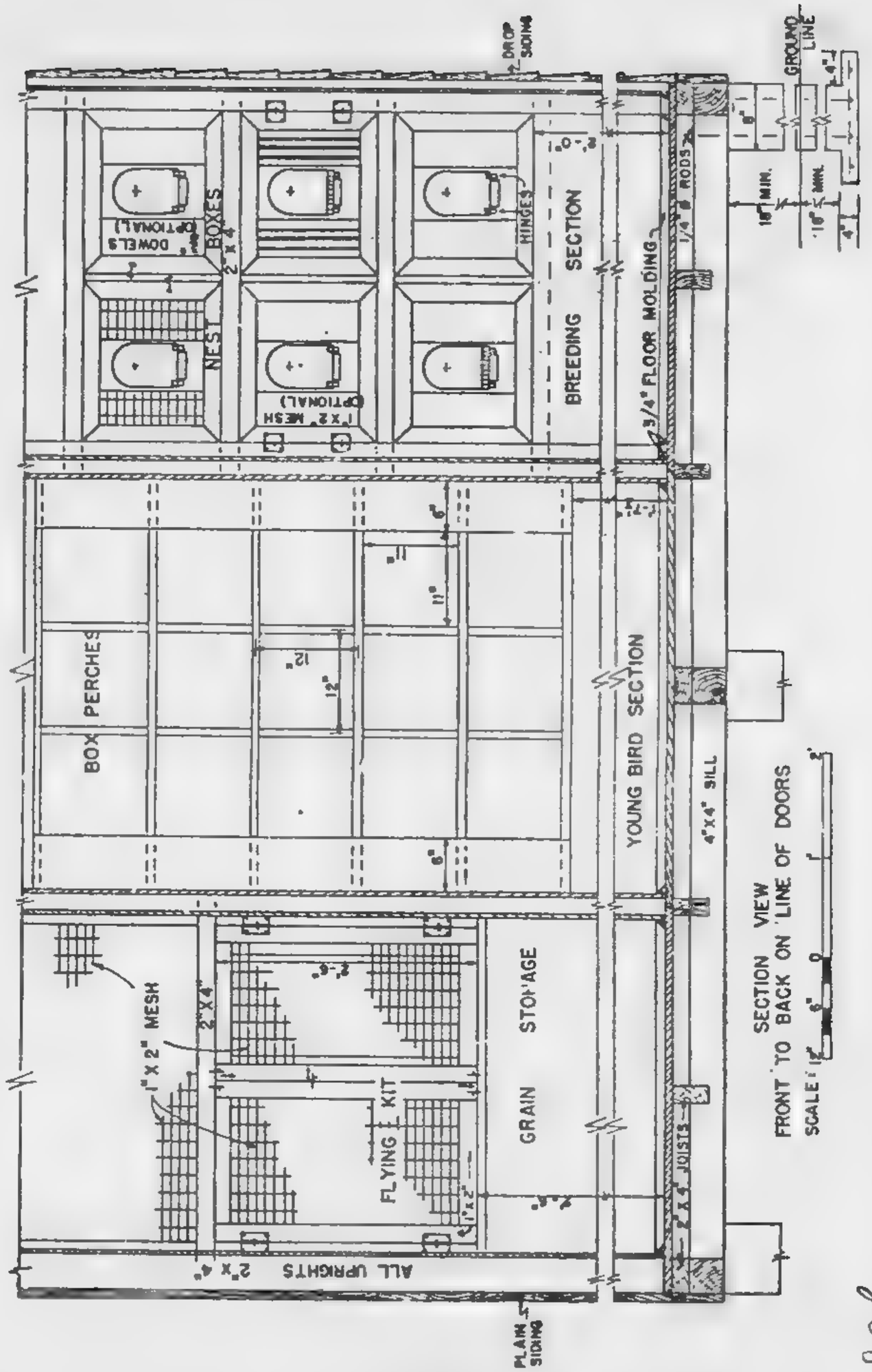


Lofts

HOUSING for the Tippler is as flexible as it is possible for anything to be. Good times have been carded by birds flying from lofts that differ as greatly as day and night. Beautiful, large lofts erected specifically for the flying of Tipplers, while, of course, desirable, are not necessary. Rooftop structures, converted attics and garages, crates atop back fences, anything that provides the few necessities the Tippler requires, can and have been known to serve well as the "hanger" for these time-flying pigeons. These necessities are: dryness, sunshine, fresh air (but no drafts), and a landing board large enough so that the team can see it when landing in darkness.

To this list of necessities must be added cleanliness. Clean birds, clean loft, clean equipment, all add up to finer health, better appearance, and greater success. The degree of cleanliness is determined by the fancier's own standards which dictate whether the perches and other fixtures require the scraper, the scrub brush, or both, and how often. Be sure of one thing: overdoing it is impossible. This is particulary true of the containers for water, feed, and grit, which should be kept spotlessly clean and disinfected. Dry sand, woodshavings, or a combination of both used as a covering for the floor, nest boxes, etc. help to achieve the cleanliness that should always be a must.

In planning housing for the Tippler, a visit to a few lofts will point out to the newcomer to the sport a number of features from which to pick and choose. But for best results there should be a breeding section, a young-bird section, and a flying-team section. Competent flyers have been known



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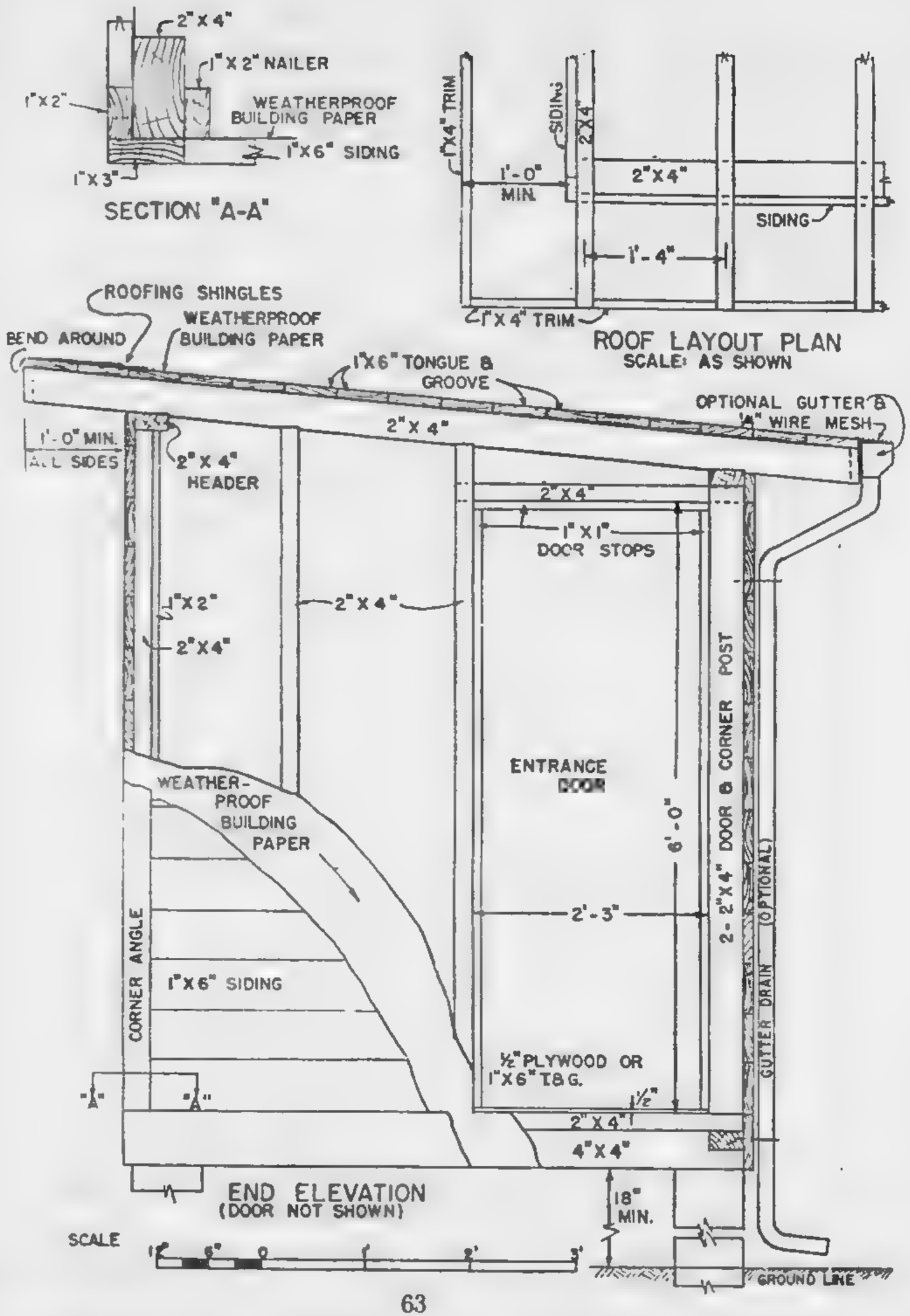

to attain satisfactory results without separate sections, but the job is more difficult.

For the Tippler, nest boxes, perches, fly pens, etc. are no different from those for Racing Homers, Rollers, and other breeds. Only the kit box, or flying-team section sets the Tippler loft apart from all others. This may be quite small but it must have a separate "stall" for each of the flying pigeons. These stalls are small boxes at least fourteen inches in each dimension. The flying bird in training is permitted out of his box only for flying, feeding, and taking a bath. The stalls should be so arranged that getting the birds in and out can be done without handling them.

Most lofts are equipped with aviaries so located that the young birds being settled are able to walk in and out of the loft and fly up to the roof without being able to get away. The value of this aviary (the top, bottom, and all four sides of which should be made of wire netting) is increased greatly if it can be raised above the loft (on a pulley, for instance) to enable the youngsters to learn to recognize the loft as seen from above. Many early bred youngsters are not able to be settled because the ground is covered with snow at the time when they are at the proper age to be put out for the first time. When the snow has melted, the birds are too strong on the wing to risk being given their freedom, and must always be kept as prisoners and used only for breeding. A moveable wire cage, such as described, will enable the fancier to settle his early birds no matter what weather or wind conditions prevail at the time the four- or five-week-old Tipplers are ready to be put out. The dimensions of the wire cage would depend upon the number of birds for which it is to be used. It could be as small as eighteen inches square or a large as handleability permits.

It is to the flyer's advantage to keep the loft as small as the number of pigeons permits, keeping in mind, of course, that overcrowding must be avoided. If the handler does not have to move around too much to reach all sides of the sections, the birds will be much tamer, easier to catch, and become accustomed to being handled. However, build it to suit yourself and it will suit your Tipplers. They adjust readily to almost anything.

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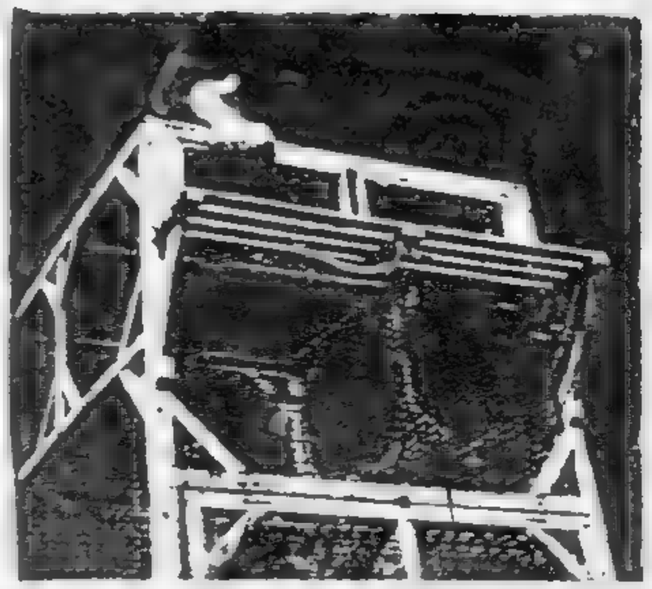
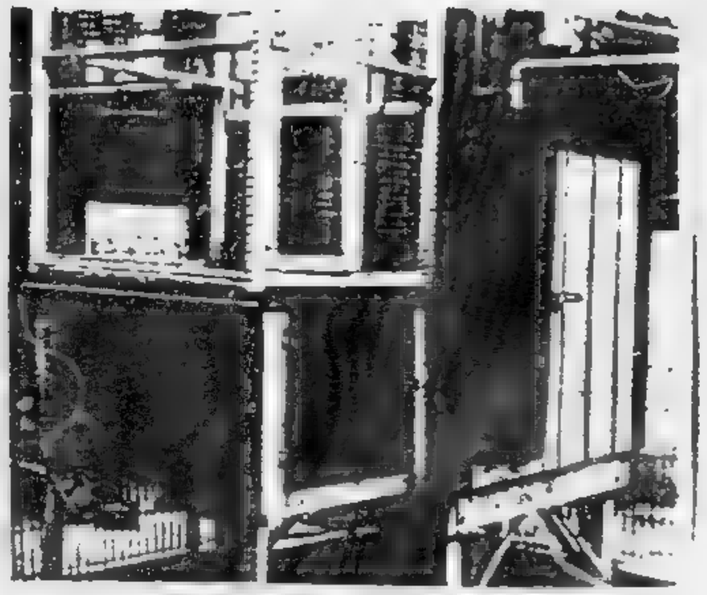


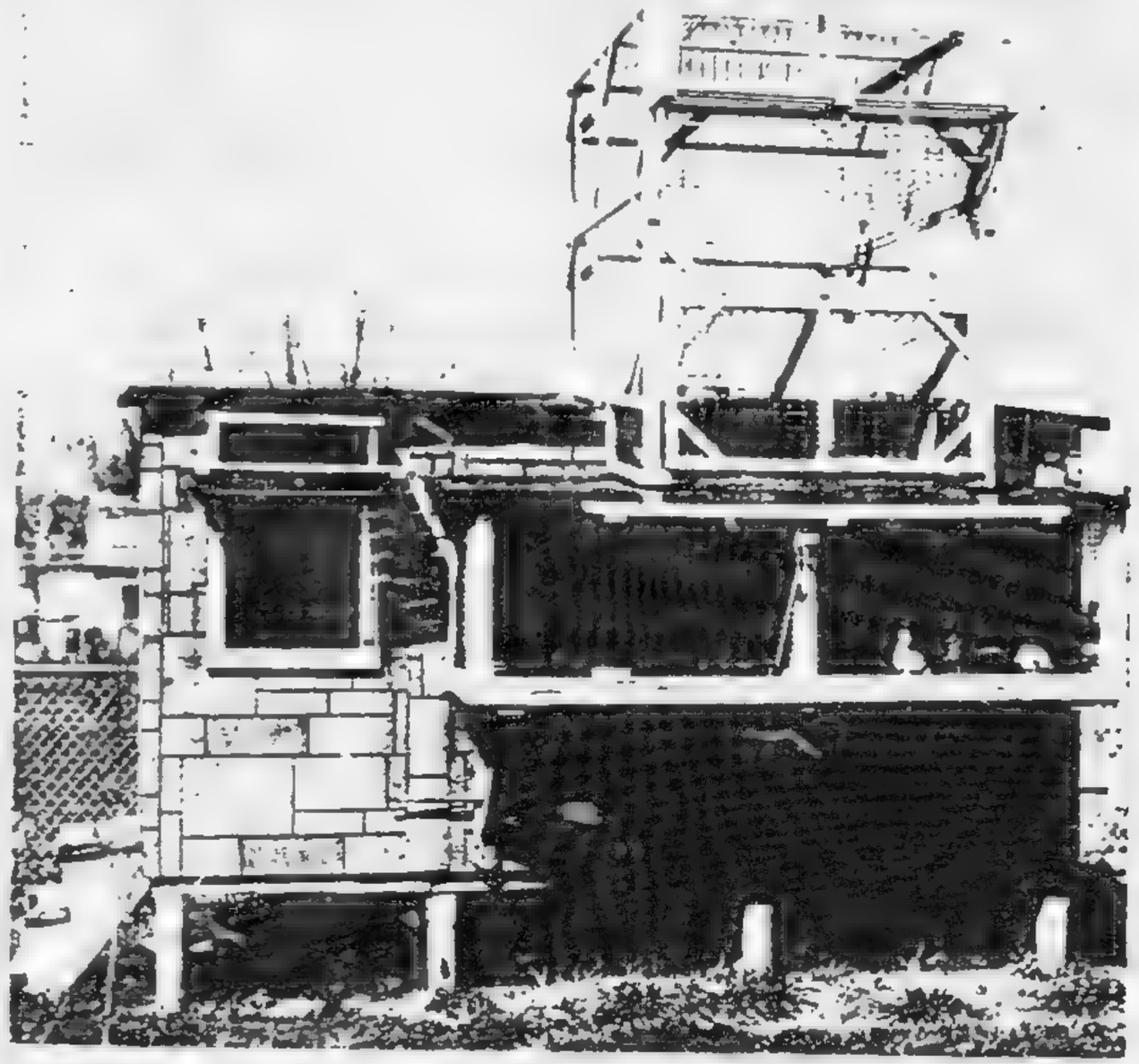
Hoffman's dropper at work.



Loft of Leo Logue, Baltimore, Md. Good example of small loft for city back yard.

Popular type watering can and feeder used in the Logue loft.

Egg cup used for many years to measure feed for birds in training. This relic is owned by Hoffman.



Loft of William Hoffman, North Linthicum, Md. Divided into three sections, the compartment on left (with open trap over window) is for flying team. The other two are for flyers not in training and for breeders.

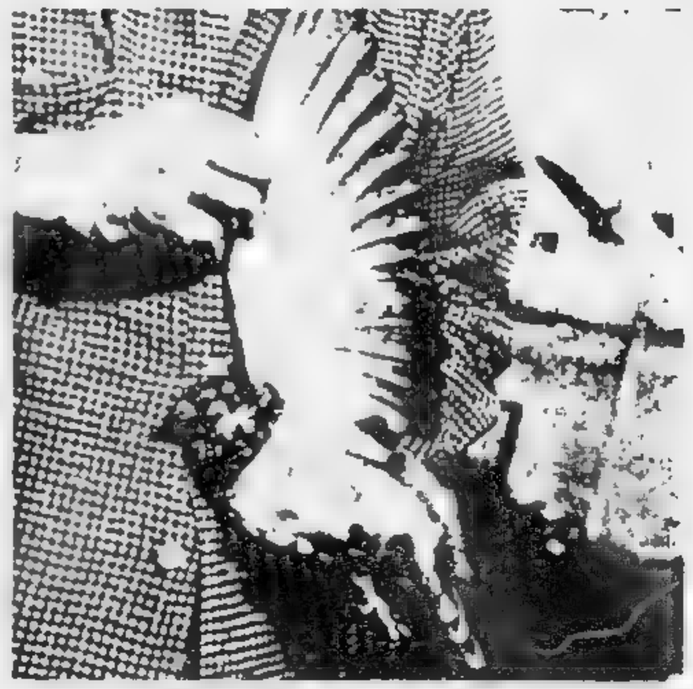
Shipping crate shown with front closed to protect birds. Partly lifted top shows how crate can be opened to remove pigeons.

Shipping crate with individual stalls for birds. Containers for feed and water are in front of pigeons

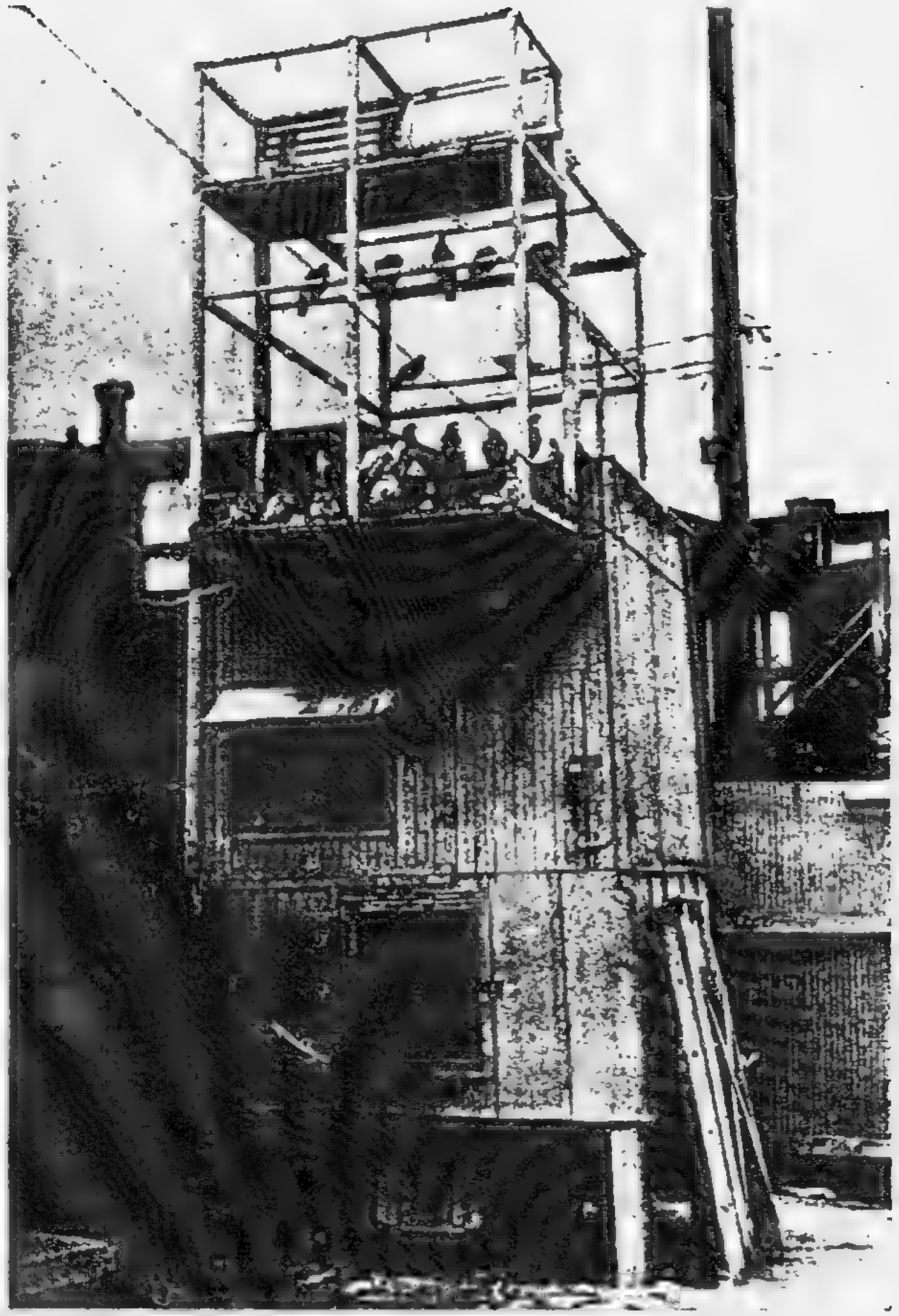
Tail "fanned out" as used for the brake and stabilizer.

Checking the band number. Necessary before and after the race.

A good tail folds in upon itself so that it is little more than one feather wide.



One of the Tippler's "tools of the trade"—the extended wing.



Loft of Joseph Skirvan, Baltimore, Md.

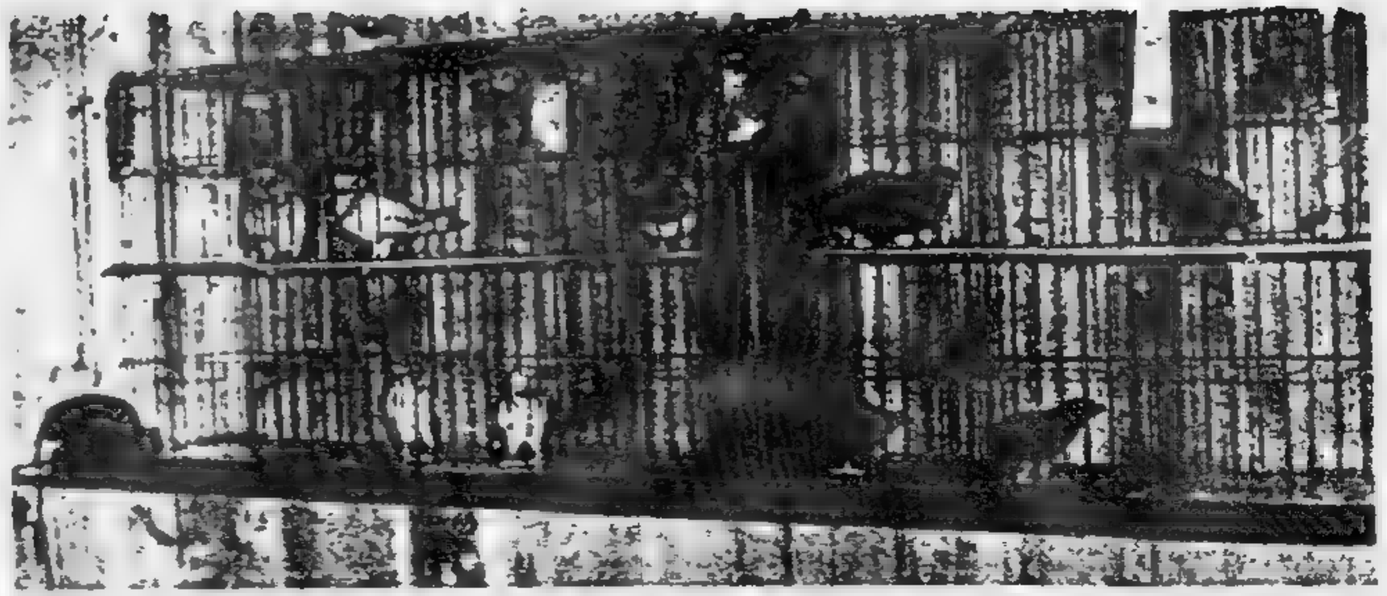
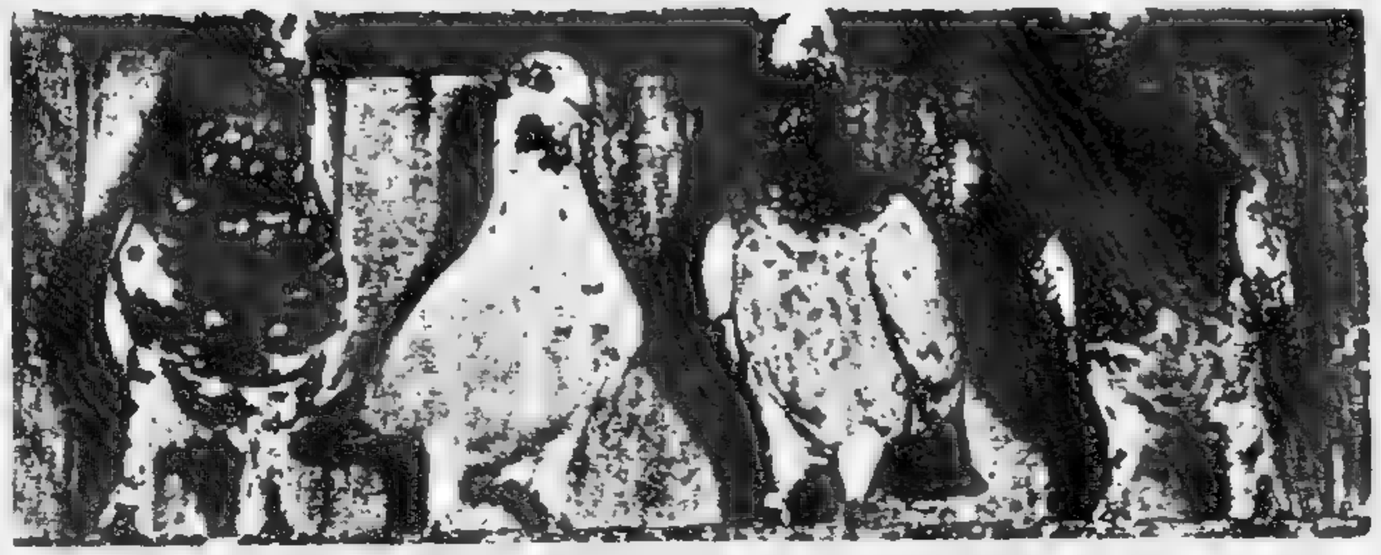


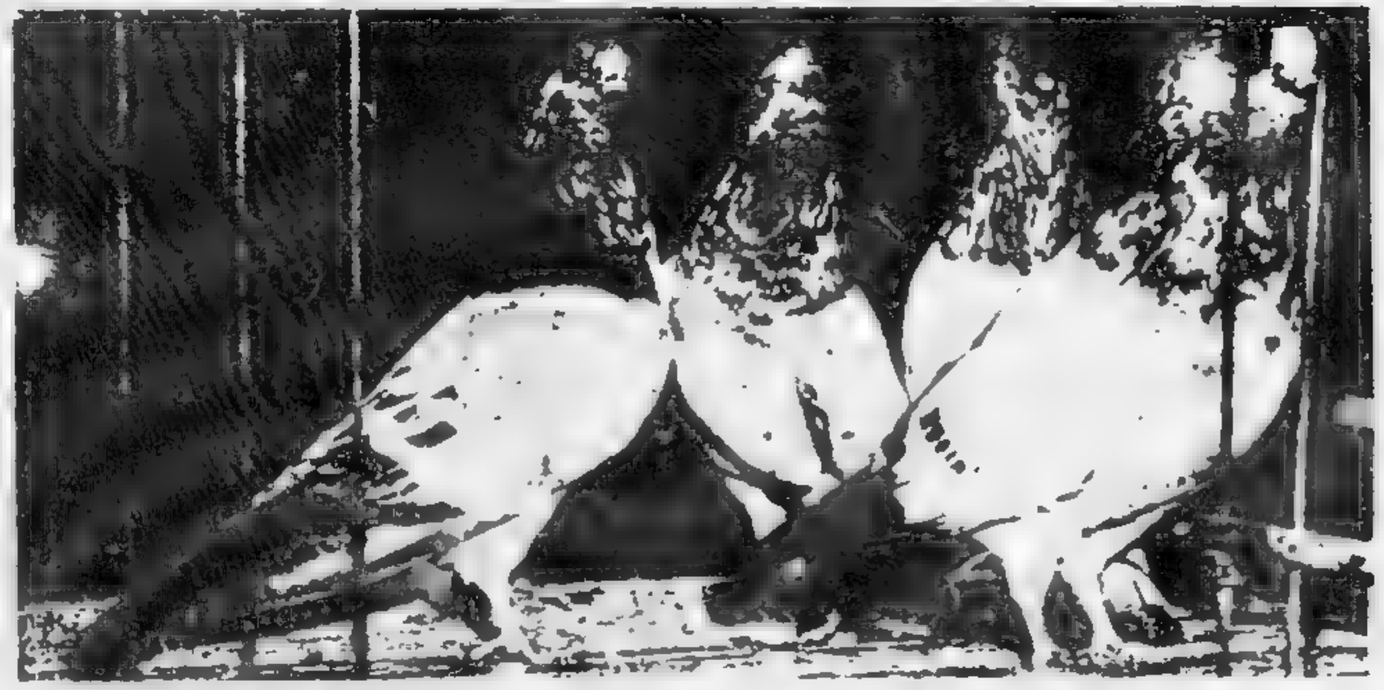
Table show set-up in the basement of Henry Prenger, whose pigeons are shown with ribbons won at the State Fair.

The Logue loft prides itself on this pair of good blue bars. The cock on the left was eleven years old when the picture was taken.

Loose-leaf folders are useful for keeping breeding records and pedigrees in order. Illustrated are Hoffman's record books.



Mottle, chuck, gray bar, and grizzle of Logue's family of time-flyers.



Prize-winn blue mottles that form part of the Skirvan show team.

Jack Dvorak's Nuns. One of the breeds used as droppers.

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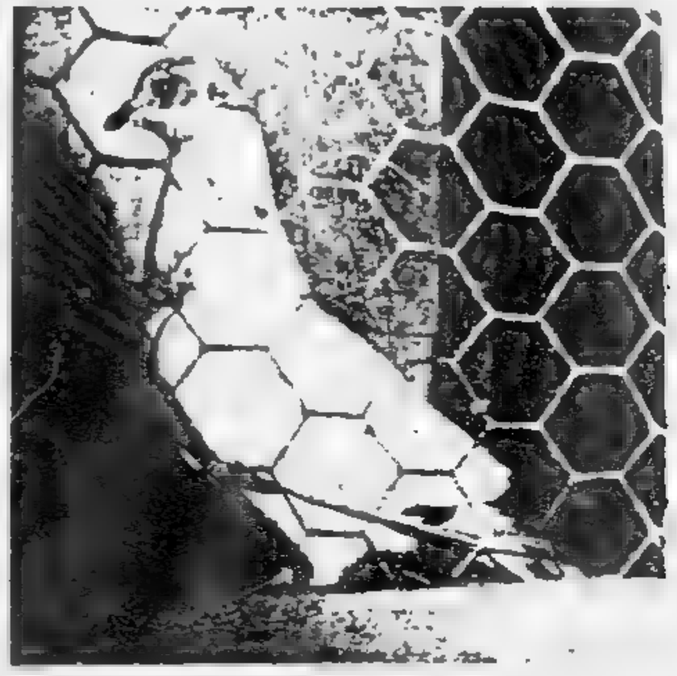
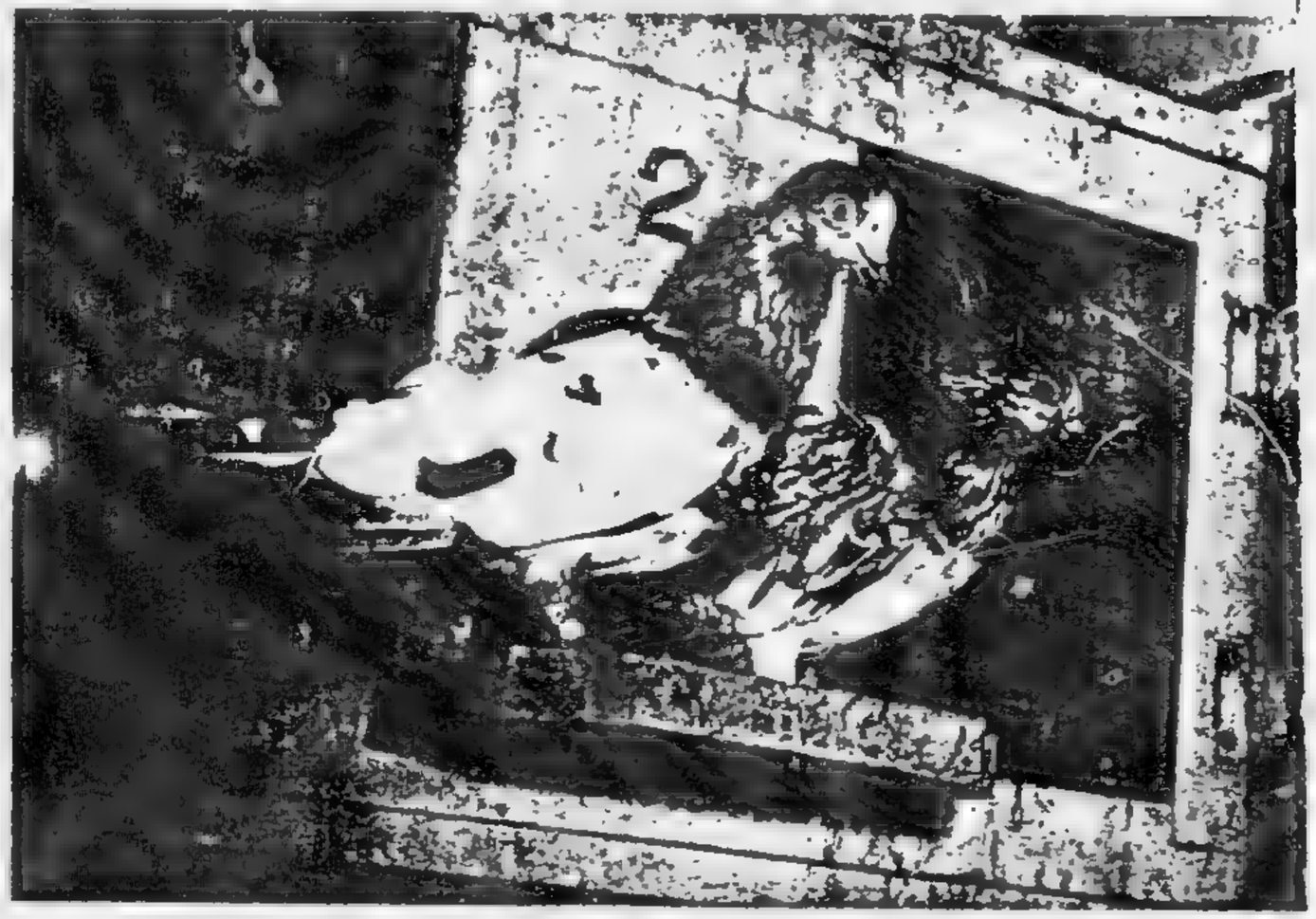
Outstanding show cock of Skirvan's dual-purpose strain.

A Prenger-owned, Skirvan-bred dark print beauty.



A five-week-old of Kinnersley's breeding.

The judge examines a Tippler. If a dry, bright eye, clean, white wattle, and burnished feathers that slide silkily through the hand mean anything (and they do!) this could be the winner.



A pair of Hoffman's Tipplers.

FLY YOUR TIPPLERS.

YOU OWE IT TO THEM—

AND TO YOURSELF.

VI

Miscellaneous Flying Tippler Articles and Papers, 1945-1971, from the Collection of Stanley Ogozalek

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Introduction

Special thanks to Stanley Ogozalek for lending me these papers from his collection of Flying Tippler papers. Stanley Ogozalek is one on the principal breeders and promoters of Flying Tipplers in America. It was from Stanley Ogozalek that I acquired, in 1984-1985, the strain of Flying Tipplers that I presently raise and fly.

* * * * * * * * * *

"Flying the Irish Tippler" by Ernest Long, **THE PIGEON LOFT,** September 1945, pp. 14-15

"Training Flying Tipplers" by Ervin C. Grube, **THE PIGEON LOFT**, July 1946, pp. 424-425

Cover of July 1956 issue of **PIGEONS AND PIGEON WORLD** (Vol. 8, No. 3), photo of W. Lovatt's three holders of world's record of 19 hours and 42 minutes

"My Visit to Canada and the U.S.A." by J. D. Whiteley, **PIGEONS AND PIGEON WORLD**, February 1962, pp. 1-2

"Flying Tippler Topics" by Gordon Hughes, **PIGEONS AND PIGEON WORLD**, June 1962, p. 13

Letter to Editor (?) by Jack Prescott (beginning of article missing); Letter to Editor by J. Scott, **PIGEONS AND PIGEON WORLD**, April 1965, p. 5-6

"Flying Tippler Topics" by Gordon Hughes. also notes form F. W. Phillips and notes (incomplete) from another Tippler fancier, **PIGEONS AND PIGEON WORLD**, April 1965, p. 11

"Flying Tippler Topics" by Fred Tranter, **PIGEONS AND PIGEON WORLD**, April 1966, pp. 24-25

"Flying Tippler Topics" by Gordon Hughes, **PIGEONS AND PIGEON WORLD**, October 1966, pp. 24-25

"Flying Tippler Topics" by Gordon Hughes, **PIGEONS AND PIGEON WORLD**, January 1967, pp. 24-25

"Flying Tippler Topics" by Jeffrey Oldham, **PIGEONS AND PIGEON WORLD**, PP. 13-14

"Flying Tippler Topics" by Gordon Hughes, **PIGEONS AND PIGEON WORLD**, March 1967, pp. 12-13

"Flying Tippler Topics" by Gordon Hughes, **PIGEONS AND PIGEON WORLD**, December 1967, pp. 21-23

Miscellaneous Tippler notes, **PIGEONS AND PIGEON WORLD**, June 1971, pp. 1-2

"Flying Tippler Topics" by Gordon Hughes, **PIGEONS AND PIGEON WORLD**, February 1968, pp. 12-13

Miscellaneous Tippler notes, **PIGEONS AND PIGEON WORLD**, August 1969, p. 24

"What Kind of Pigeon Fancier Are You?" by Jack Prescott, **PIGEONS AND PIGEON WORLD**, March 1970, p. 3

"Man and His Pigeons" by Jack Prescott, "On Nights Day" by C. Pritchard, **PIGEONS AND PIGEON WORLD**, April 1970, pp. 2-3

"Flying Tippler Topics" by Gordon Hughes, **PIGEONS AND PIGEON WORLD**, June 1970, pp. 14-15

Incomplete article on Tipplers by Tom Lewis, **PIGEONS AND PIGEON WORLD**, June 1971, p. 7

"Flying Tippler Topics" by Tom Lewis, **PIGEONS AND PIGEON WORLD**, July 1971, pp. 12-13

Miscellaneous Tippler notes, **PIGEONS AND PIGEON WORLD**, August 1971, p. 1 (?)

"Ventilation and Environment" by Jack Prescott, "The Exhibition Tippler and the Flying Tippler" by T. Lewis, **PIGEONS AND PIGEON WORLD**, August 1971, pp. 3-5

Miscellaneous Tippler notes, **PIGEONS AND PIGEON WORLD**, September 1971, pp. 28-29

Front page of **PIGEONS AND PIGEON WORLD**, October 1971, photo of Raymond Burrows, Swansea, with his World Record Kit, 20 hours and 2 minutes, June 20, 1977

"Flying Tippler Topics" by Gordon Hughes, **PIGEONS AND PIGEON WORLD**, October 1971, pp. 8-9

"The Flying Tippler" and "Tippler Loft Cage," single page from an unidentified publication

Blank Timer's Report Form from National Tippler Union of Great Britain, A. Newton, NTU Secretary

Blank Timer's Report Form from United Welsh Flying Tippler Club

Letter (1974?) "To all American Tippler Fanciers" from John Cullen

9/1945

1. SEPT 1945 ISSUE OF, "THE PIGEON LOFT"

Flying the Irish Tippler

by ERNEST LONG

THE knowledge that the war—in the European theatre—is now over—a circumstance which should remove certain local restrictions, is having a tonic effect on all phases of Irish pigeon-keeping. And in no department of the sport is there greater enthusiasm than amongst the high-flying tippler fraternity, for from the year 1930, when tippler fanciers organized themselves into well-conducted societies, a steady growth in membership has been apparent. Remarkably enough, during the war years, the membership, which might reasonably have been expected to decrease, has actually *increased;* and the immediate postwar period, with its added leisure, should see a further step-up in membership.

Popular Irish Favourite

Though 1930 was the foundation year of the organized tippler fancy, the Tippler has long been a popular favourite with our Irish fanciers. In the old days there were many excellent high-flying teams and there was plenty of competition, usually on a semi-official basis, one enthusiast challenging another for, in many cases, right substantial side-bets

Tipplers in Cities

One peculiar aspect of Irish tipplerdom is that of all the birds kept in Ireland, fully ninety-nine per cent are to be found in the cities. Provincial fanciers, with much better facilities, prefer for some not very apparent reason the racing or fancy breeds. The high standard of physical excellence found in city birds is very creditable, however, and speaks volumes for the care and the enthusiasm of their owners. Belfast birds, bred and flown amid the smoke and grime of our highly industrialized city, are exceptionally pleasing to hand and eye, and they are excellent workers.

Favourite Flying Colours

The most popular flying colours are what are known here as "hard" colors—black, blue, and grizzle. Our atrociously cold and wet climate, allied to our peculiar Belfast atmospherics, makes the soft colours less pleasing to the flyer's eye; and though some light-print and dun-coloured birds are kept, they are not so widely used

For exhibition purposes, the societies conduct a series of shows each year. Many fanciers prefer the soft colours, and there are some excellent light-print and dun-coloured show specimens. Yellow tipplers have become quite a craze. Fanciers fortunate enough to possess a pair are being continually pestered for squeakers; while, on the other hand, some breeders are experimenting with birds of other colours, seeking to produce some yellow ones of their own. Yellow birds were originally the result of a chance blend.

Feeding and Training

One meal per day is the general rule, and that at night by artificial light, so that birds on release for a flight will not seek food until the light fails. The squeakers' feed is usually wheat until they are nine weeks old, when the staple diet becomes malt and barley.

Each fancier has his own formula or recipe, often secret, which he uses to help him in training, and with the aid of which he endeavours to improve the staying power of his birds. In competition, teams of birds fly against each other. The team which remains in flight longest without any break in its ranks is adjudged the winner of the fly. In Ireland the teams are known as "kits." Each kit must be an uneven number—three or above. A three-bird kit is the general rule here—preferably all males.

Annual Tippler Flys

There are six tippler flys per year, held usually on public holidays. The first one, the

High-Flying Tippler Cock (Photo by V. C.

Old Bird Sweepstake, is held on March 17, St. Patrick's Day; O.B. Championship on Easter Monday; Y.B. S. on July 13; and Y.B.C. on last Saturday in August. There are two other flys known as Additional Meets, their dates, varying by general consent. For each occasion quite an array of silverware and a good sum in cash are competed for.

Irish and British Records

The Irish high-flying tippler records stand at 14 hours, 4 minutes for old birds, made in 1938; and at 14 hours, 14 minutes for young birds, made in the same year. Their holders are A. Henderson of Belfast and W. Tweedle of Downpatrick.

The British old-bird record, held by Jack Cockayne of Sheffield, England, made in 1922, stands at 19 hours, 35 minutes; the young-bird record, held by A. Metcalfe of Doncaster, England, in 1938, stands at 17 hours, 8 minutes. Irish fanciers are trying hard to beat these wonderful figures.

The Irish tippler fancy has always imported much stock from Britain so that the blood of such famous fanciers' studs as S Billingham, G. Siddall, and H. Sampson of England, and also that of J. Davies' stud, Wales, is flowing freely through the birds of almost every loft

Record of Local Kit

Below is appended the performance of a local three-bird kit, unchanged during its competitive career, which, I think, should make interesting reading. Its owner is M. Kelly, a North Belfast Tippler Society member:

Y. B. Championship	1937—	5 hrs., 40 min
O. B. Sweepstake	1938—	6 hrs., 40 min.
First Additional	1938—	10 hrs., 45 min.
O. B. Championship	1938—	13 hrs., 51 min
Any Age Fly	1938—	11 hrs., 00 min
O. B. S.	1939—	2 hrs., 55 min
O. B. C.	1939—	10 hrs., 55 min.
First Additional	1939—	7 hrs., 50 min.
O. B. S.	1940—	10 hrs., 25 min
O. B. C.	1940—	10 hrs., 10 min.
First Additional	1940—	9 hrs., 29 min.

The foregoing represents a total of eleven flys; total time flown is ninety-nine hours and forty minutes.

2. 7/1946 The Pigeon Loft

ERV GRUBE
414 GRANT ST
FON DU LAC - WISCONSIN

Training Flying Tipplers

by ERVIN C. GRUBE

IN the following lines I will deal with the training of youngsters—birds which are to be flown together in kits. The number usually flown is three birds to a kit and the amount of feed is calculated on this three-bird basis

When your youngsters are five weeks old, take them from the old birds and place them in the flying loft. Right then start them out on *barley*—the whole grain. On the first night, give them all they will eat. If they are hungry, they will eat it. After the birds have eaten, give them a drink of water to which you have added Epsom Salts (one teaspoonful to a quart of water). Make sure that every bird gets a drink. Some timid youngsters you may have to help a bit by placing their beaks in the water. Now it's time to close up for the night.

Daily Feeding

Feed one and one-half eggcup of barley per three birds at a feeding. After your youngsters are well settled, you may drive them into flight, but keep your droppers handy if the birds become too wild. Settle them down to flying every other day. If you should find that they fail to do well on straight barley, then alternate, feeding barley one day and wheat the next day. If your birds do three to four hours on barley alone, then you need not use wheat. One must use his own judgment in this matter.

Suggestions for Flying

Fly your birds as near to dark as possible, and do not feed them until one hour after you have dropped them. *Always use droppers*, never letting the birds drop without them. Once your birds have dropped, walk them into the loft. Do not allow them to loiter on the roof-top.

The way in which a fancier's birds fly depends almost entirely on his method of handling and feeding. In 1939 I flew a kit of youngsters for over twelve hours. At the start of their fly, I told the timer that I was not very hopeful, for it began to rain about thirty minutes after the birds took to the air. The rain stopped, only to be followed by a very miserable mist. The night before I had fed my kit a mixture containing corn. It it had been a hot day, I have no doubt that the birds would have been down after the first few hours.

Two-story Tippler Loft of A. E. Stray, Milwaukee, Wisconsin, who is a member of the Flying Tippler Association and who has flown birds successfully for quite a number of years.

Special Care

Once your kit is doing three to four hours, you may begin to build it up for longer flying. Start out by giving your kit an eggcup of mixed bird-seed for three birds, finishing off with barley. Always feed once a day, just at dusk or at a time most suitable after you return from work. When your birds have cleaned up the feed, allow them to have grit and a drink of water. Then remove grit and water (also feed spilled on floor), and your job for the day is done.

There are many special feedups used by fanciers who swear by them, but you must use your own common sense and study the birds and the grains they are fond of and

JULY 1946 ISSUE OF, "THE PIGEON LOFT"

Black Tipplers from the Loft of Ervin C. Grube

which are good for them. Feed moderately or else your birds will drop to the loft-top and begin to throw up. Your bird is equipped with three important organs—heart, lungs, and liver—on these the strain of the long flying falls. The bird fanning his wings in flight puts these organs in action. The lung takes in the much-needed oxygen, the heart carries it to where it is most needed, and the liver carries off the poison produced by fatigue. If you overfeed, you upset the functions of these organs, causing a strain on the liver so that the bird gets a bad hangover. Strong muscles—another requisite of a good-flyer—you help build by giving exercise and sustaining feed.

Toast and Hard-Boiled Egg

Now let us go back to the point where we started giving the youngsters canary seed. Their main food so far has been barley and perhaps wheat—if your birds need it. You have given the youngsters a shot of canary seed finished off with the old standby — barley. On the following night toast some bread, crush it, and feed it with part of a hardboiled egg. Add a little rape seed to this feeding, give them a drink of water and their grit; this completes another day's work. The following day return to full barley and set the birds out for a fly. Follow this scheme with a feeding of a good pigeon mixture one hour after your birds have dropped. Once a week give Epsom Salts in the water to keep the birds cleaned.

The Use of Rue

For birds in training often a special drink is suggested. I have used *rue* successfully. An old fancier once wrote me that he never used rue except to condition a bird. I continued the use of rue, for I felt that I was conditioning the youngsters. If they refused to drink it, then I made a change. I buy dried rue from the drugstore and steep it as I would steep tea. I have heard some fanciers say that they boil rice, drain the water off for a drink, and feed the boiled rice to their birds for a change. The night before a race a few drops of Port Wine may be added to the drinking water.

In conclusion I wish to re-emphasize that a fancier must use his common sense in discovering what feed *his* birds will fly on. Some birds will fly well on one feed, while others will not. And a few won't fly on any kind of feed—they belong in the soup pot. Please remember that I have not been trying to set up any special method of feeding, but that I have simply offered you some practical suggestions.

Arizona Pigeon Club

by LaMar R. Bernard

Sixteen club members attended our first lawn show on Sunday, May 26. Thirty-one birds—both fancy and utility—were shown. Firsts were placed as follows: White Kings, also Silver, Guy Carter; Blue Kings, Byron A. Barry, Sr.; Red Carneaux, Jake Mann; Swiss Mondaines, Byron Barry, Jr.; Black Schietti Modenas, J. H. Miller; Bronze Gazzi, LaMar Bernard; Baldhead tumblers, F. S. McSweeney, and Racing Homers, Bill Mangino.

Newspaper Utilizes Homing Pigeons

The Philadelphia *Bulletin* has nearly sixty racing pigeons trained to return to the eleventh floor of its building from a radius of fifty miles. The majority of these birds are broken to the harness which holds on their backs the capsule-carrier for films and messages. Mr. Charles J. Love is this paper's "Pigeon Man," who, incidentally, organized the first racing pigeon club in Philadelphia in 1881.

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3.

Vol. 8 No. 3 JULY, 1958

PIGEONS AND PIGEON WORLD

Price 2 -

~~LAWRENCE T. DAVIS~~
~~D'S E. 234 STREET~~
~~BRONX 67 N. Y.~~
~~PHONE FA 4-3159~~

THREE FLYING TIPPLERS, HOLDERS OF THE WORLD'S RECORD
Bred and Flown by Mr. W. Lovatt, Hanley, Staffs.
PHOTO BY HEDGES, BIRMINGHAM

19 HOURS - 42 MINUTES.

4.

Pigeons and Pigeon World

EDITOR: E. H. WHITEHEAD

Editorial—February, 1962

By the time this issue is in your hands "St. Valentine's Day" will be upon us, and I expect the majority of Fanciers will have completed their breeding arrangements for 1961. It is to be hoped that the weather will be mild in the early stages, and some of the "early birds" will be ready for the first Summer Shows.

The Royal Show is to be held at Newcastle this year, and there is an increased classification for Pigeons. There was a record entry last time the Show was at Newcastle, and I do appeal for your support on this occasion, as there is no doubt that the Royal Show is one of our best "Shop Window" displays.

Whilst on the subject of Shows, I shall be glad if you will please keep me informed of any Shows that you are connected with, so that they can be included in our "Show Calendar," and where possible use every effort to have the Show advertised in "Pigeons and Pigeon World," as not only will this help us, but it will no doubt help towards an increased entry.

We welcome to our columns this month a contribution from Lt.-Colonel E. P. Young on Jacobins. I understand that this is to be a regular feature in the future, and I hope all Jacobin Fanciers will support Lt.-Colonel Young with items of news for the column.

Our Special Offers this month include Cumulets, Dragoons, Flying Tipplers, L.F. Tumblers and Nuns.

E. H. WHITEHEAD.

Front Cover Illustration—February, 1962

Our Front Cover this month illustrates a Damascene Cock, bred 1959, and exhibited by Mr. Rud Ovesen, Aarhus, Denmark, winner of Certificate National Aalborg 1962 and 1st and Cup National Stagela.

OBITUARY

Mr. J. FINLAY BRITCLIFFE

JOE Finlay Britcliffe died on December 30th and his passing means to me the loss of a friend and to the Pigeon world a true fancier.

I first met him soon after the last world war, and through the succeeding years a friendship developed. Many times have I visited his lovely home at Deansgrave in Haslingden and there enjoyed the company and hospitality of Joe, who always was so admirably backed by his charming wife.

I shall always remember my first visit and the thrill of seeing his stud of Black Balds, the like of which I had not seen before. They were truly wonderful, and I was infused with an ambition to breed their like. In this I was generously assisted by Joe, and whilst I have achieved some measure of success, he always remained my "master."

He also kept Short-faced Tumblers, and these, like his Baldheads, were much sought after; it was only recently that he let them go, but only when he felt satisfied that they were going into good hands.

He did not often send his birds to the Shows, but when he did, they invariably came well into the winning places. He was a modest man where his successes were concerned; he so loved his birds that he preferred them in the loft rather than in the show pen, and although he received many tempting offers, the "commercial" aspect of pigeon breeding did not interest him.

When visiting Deansgrave, I have seen him in the loft surrounded by his feathered friends, who would fly to him at sight and literally coo with pleasure as he caressed them. There was complete understanding between man and bird, an understanding that could only have been achieved by kindness, an understanding that must have been a source of pleasure and comfort to him. And that is how I shall remember him, the kindly friend and true fancier.

WM. S. PRESTON.

MY VISIT TO CANADA AND THE U.S.A.

DURING my pleasant visit to America and Canada to see my three sons and their families I had the pleasure to meet some of the Canadian Tippler fanciers and also one from the States named Mr. (Red) Dubuc, who resides in Holyoke in Massachusetts. As the fanciers live so far away from each other he was the only one we could visit in U.S.A. and he lives one hundred and twenty miles from where my son lives in Nahant (Mass.). He told us his next Tippler fancier was over a thousand miles away. He is in the American club, and of course have their own rules to run their club. We spent a couple of hours or so with him and his birds, which, by the way, are mostly Light Prints and Mottles. He has quite a lot, I think about one hundred and twenty. His loft was surrounded by big trees, and I should think he has a bad time getting the young ones on the wing when settling them. He is a big jovial fellow—he must be about eighteen stone, and he tells me he used to be a champion wrestler. He had some very nice birds and all are the proper flying type. After a good chat we had to see about getting back to Nahant.

Our next run was up to Canada to see two sons there, and this was a six hundred mile journey to Toronto, which we did in twelve hours. I must say here that nearly everybody has a car. These are essential and not a luxury. The first time we went to Canada we spent a month, and from there we made arrangements to go to see Mr. R. E. Ball in Toronto, and what a surprise we got when we got to his house. I might say here that Toronto is a very big town, and although the fanciers are not as far away from each other as they are in U.S.A. they are a good way from one another. As I said, we got a surprise, for Mr. Ball had sent round that we were going to visit him and had invited about half a dozen more Tippler fanciers there to meet us. I don't know all of the fanciers who were there that night (with the exception of Mr. Frank Cochrane, Mr. Bob Smith and Mr. G. Buxton). Well, you could guess what it would be like when we all started to talk about the birds. There was no one interested more than our host, Mr. Ball. Although confined to his invalid chair, his interest in the arguments and also the birds shows that there is nothing he likes more than to gather the fanciers together to talk about the fancy.

After this meeting Mr. Frank Cochrane told me they were having a race—they call what we term "competitions" a race) on the following Sunday and asked if I would like to come down to see it. So, on Sunday morning my son and I went down to Mr. Cochrane's house, which is quite a good way from my son's, to see the fly. Mr. Cochrane's birds were flying nicely when we got there. He was flying six Light Prints, and they had been up about seven or eight

Mr. J. D. Whiteley (left) with Mr. Val Dubue, of Holyoke, U.S.A., who is a prominent Flying Tippler fancier

hours when we left and were flying very nicely, not too high and were raking well. He told me when we met next time that he flew nine hours and some minutes. I saw Mr. Cochrane's birds, and my word, these chaps do go in for quantities. He must have had well over two hundred birds, mostly Lights and Mottles, with a few Blues. They have more races there than we do in England, about every two or three weeks. That, probably, is the reason they keep such a lot of birds. I saw quite a lot of Frank while I was in Toronto, and he came up to my son's one Saturday morning to take us to see Mr. Ball's birds. Mr. Ball keeps his birds on his farm, which is at Markham, thirty miles away from Toronto. When we got there we found Mr. Ball in his invalid chair to greet us in his cheery way. He told us to have a look at his racehorses, of which he has seven, then he would show us his Rollers and Tipplers. His loft is in the middle of a field and looks like a two-storey house. It must be about 50ft. long and 20ft. wide and easily 18ft. high. What a loft and what birds! At the time of our visit he had about three hundred Tipplers and about two or three hundred Rollers of all colours. Included in these were some of Jack Heaton's Blacks from Sheffield, and Mr. Ball rather liked these. I don't know where all the others came from.

After this it was time to go down to the States again for another couple of months. My son came up for us and we set off back on another six hundred mile journey. We went a roundabout way back this time to see some of the scenery, etc., and landed in Nahant three days after. We stayed in the States until September 16th, then set off for another week in Toronto to get ready for my granddaughter's wedding on the Saturday after. While there this time we went to say farewell to Mr. Ball and his wife, and again there was a gathering of fanciers, including Frank Cochrane, Mr. Buxton, Mr. G. Daly and Mr. Prudholme. It was all Tippler talk until about 12 o'clock. Mrs. Ball had got supper on the table and that stopped talk for the moment. It was a good farewell party and thanks again to Mr. and Mrs. Ball for a real enjoyable evening. We landed back about 1 o'clock in the morning at my son's in Toronto.

After this our stay was of short duration. On Saturday, September 23rd, my granddaughter got married, and we set off back to the States again on the Sunday and did the six hundred miles back in twelve hours. We just had a few days left before we started for home on September 29th, on a two hundred and fifty mile journey to New York. During our stay there we visited many places of interest, such as Niagara Falls, Cape Cod, etc. It was a pleasant holiday, and I wish we could get the sunshine over here that we had there. The journey back on the "Sylvania" was perfect.

J. D. WHITELEY.

45 Blacksnape, Darwen, Lancs.

MAINLY ABOUT ROLLERS

AFTER reading the continuation of the article "The Birmingham Roller," by Mr. W. H. Pensom, I feel that it is only right that I should be permitted to reply to it through these columns. Much of what Mr. Pensom says in this article is wrong and he also credits me with things I have never said.

For the benefit of new readers to this periodical, may I inform them that the said Mr. Pensom has, during this past decade and more, criticized and attempted to ridicule the author of every article on Birmingham Rollers which has been published both in these columns and our contemporary, "Fur and Feather." The writers of Roller Ramblings have not been spared; in fact, the quote, by Tom Brown, I caused to be published in the July issue was in reply to a publication of Mr. Pensom's. One regular contributor to these columns who wrote under a nom-de-plume was harshly criticized and has never contributed another article. This was a great pity, because his articles were, I know, looked forward to each month.

I was somewhat surprised at Tom Brown's comment in Roller Ramblings, November issue, that he is sorry that "Mainly About Rollers" have in many instances become arguments concerning individuals. May I remind him that I did not commence these individual attacks, neither did we settle our differences while he was my guest during his stay for the Durham County Show. We discussed an entirely different matter which was in no way connected with anything that has been published in these columns. Had I desired to, I could have written to the Editor many times during these past few years about articles which have been published under Roller Ramblings, but I have refrained from doing so. I consider that I have the right to my opinion and my critics theirs, so why not let the readers of these columns decide who is right and who is wrong? I did consider discontinuing this article, but I have had so many letters from Roller fanciers asking for information that providing the Editor will continue to publish my articles, then I shall continue to write them.

Now for my comments on the Eye Sign, as referred to by Messrs. Pensom and Brown. I wonder if they realize that this "Eye Sign" business is only a theory and is not accepted by the majority of the Racing Pigeon fraternity? This is what Mr. Eric Hardy, F.Z.S., has to say about it: "Eye Sign: Some fact and much theory exist about the Circle of Correlation, the circle of colours seen nearest the pupil when looking closely into the eye. Various efforts are made to judge racing ability as well as health from this. The circle is greyish, varying in size and completeness when examined under a magnifying glass or ophthalmosope. Sometimes absent, imperfect or incomplete, when claimed to indicate poor racing and breeding qualities. Greenish-yellow, yellow and violet colours and good width to clear-cut circle are said to indicate good long distance racing ability. For breeding, a good pedigree of long-distance race results known in both parents is more reliable, for an impure "sport" would show all the alleged eye signs of a pure bird, yet throw some poor offspring."

This also applies to the Birmingham Roller, it's the actual performance in the air that counts and not what one may think he sees in their eyes. Regarding colour and pattern, the latter can be assessed at a very early age. I agree on this point but colour is a different kettle of fish and I still contend that the true make up of a Birmingham Roller cannot be assessed until the moult is completed. Only this summer I had in my possession four Rollers that had been sent to a Novice by a well-known breeder. Three were early bred youngsters (incidentally, all roll-downs), the other an adult (ringless). The breeder had for some inexplicable reason told the novice that the Rollers would be lighter in colouring after moulting (the reverse is true). The owner of these four pigeons did not see them for some weeks and on finally seeing them he could only recognize three; the other had changed so much that he could not identify it. I had to prove it to him by its ring number. I have myself had Rollers that were Sells excepting for an odd different-coloured tail feather and yet they have moulted out pure Sells.

As for the training of young Rollers, Mr. Pensom advocates taking them away from their parents at 18 to 20 days old. Who feeds them? A healthy squab does not leave the nest pan until it is nearing five weeks old and even then it is not picking. My advice, to those who wish to accept it, is this: never remove the youngsters from their parents until it is definitely established that they are feeding themselves.

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age of approximately five weeks, and then feed them as much as they wish to eat on mixed corn for a week.

During the next week I commence by feeding them on wheat and gradually cutting down on their wheat, adding more malt barley to the feed each evening, until by the end of the week they are feeding on malt barley only. Now I cut down their feed further, making them sharp and hungry, and yet in good condition.

Each day since taking them away from their parents and whilst this reduction of diet has been going on, I have given them full use of the aviary each day from morn until dusk, wherein they can see all around and more or less get used to the surrounds before they are released. I leave my Fantails also in the aviary each day with the youngsters.

When this has all been done, on a fine day preferably, I release one bird at a time on to the loft with the Fantails, keeping the other youngsters in the aviary in full view of the one released. Should the bird strike up I try to get it downs soon as possible. I always find this first time out is most tricky, as if the bird strikes up as soon as released for the first time, it is very difficult to get it down, as it is not used to the top of the loft on the outside. However, I do this with each bird until I have them all used to walking on top of the loft and aviary. After a day or two most of the birds will have fluttered around the loft and settled again, except, of course, for the ones which have flown off and not returned. Now is the time to get them flying, but I only let two up at once which are not "nestmates," and when I have got them down I repeat the performance with two more until the lot have had a short fly. After two or three days of this I let the whole kit up together, being very careful not to overfeed them the day before, as once they get on the wing as a kit, even though they are very hungry, they may easily get out of bounds and become lost. However, if they do get lost in such circumstances they have a good chance of returning. I find it is a good thing to keep a couple of old birds with the kit for a week to bring them back home, but the old birds must be very hungry otherwise they may fly the youngsters away.

When I have the birds fully used I let them out at the same time every other day and drop them at dusk, feeding on malt barley with a little linseed. After having done this for a month or five weeks I would consider the youngsters fully trained and ready to be built up for a competition.

GORDON HUGHES.

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FLYING TIPPLER TOPICS

MAY I state that I and, I trust, most N.T.U. members are thoroughly in agreement with Mr. Lovatt in stating that we should all do our utmost to encourage members, whether flying, showing, or both, to our local clubs and to the N.T.U. All of us in Derby, although we are only a small club, go out of our way to encourage new members, and help them in any possible way, and show members are equally as welcome as flying members.

At each monthly meeting between September to March we all bring a few birds and have a small private show. We judge the show in turn, whilst the rest of the members are carrying on with the meeting. All the members in our club have flying birds, and some have show birds, so to make our annual club show more interesting to all, we have decided unanimously to introduce this year classes for 1962 birds having flown over 10 hours, and for all birds having flown over 15 hours. We shall of course keep all the usual recognised classes.

I have received a letter from Mr. K. Middis, who is very interested in Flying Tipplers, but is in the unfortunate position of having no club near him. However, he would like to know my method of training a kit of youngsters. I must point out to him that my method will probably be similar to most, but may vary in detail to other fanciers' methods.

Firstly, I endeavour to obtain a kit of youngsters of all the same age. I take them away from their parents at the

FANCY PIGEONS ARE SPECIALLY CATERED FOR
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[beginning of article missing]

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With Rollers, one will get very high flying pigeons that are easy to manage. Normally, they are not highly strung, they are fairly tame, good breeders and feeders. Yet there are so many grades of Rollers and very few of them actually spin backwards and downwards so that one cannot count the somersaults, all the time.

Some of them perform in other ways as well as in the true Roller fashion, and this will be seen straight away. As I say, there are many grades of Rollers and Tumblers. Some are seldom in their performances, some are working all the time. Some fall down very deeply and some hardly fall at all. Some that spin very well become very doubtful flyers, even hitting the ground and hurting themselves. Others seem to be always safe and reliable.

Fanciers who get started with Rollers soon read, or become informed, that what they have are not Rollers at all but only Tumblers, and they become frustrated by this. They buy deeper ones and inevitalby start getting some doubtful flyers, poor homers and crashers.

Then they are informed that all Rollers and Tumblers have epilepsy and that does it. Who wants to keep anything full of disease?

My advice is not to pay any attention to this theory. Regarding one's own pigeons I can say this: if they are healthy pigeons, willing to fly on every day that the weather gives them a chance, except, of course, when they are under the moult with the end few primaries. If they fly in a pleasing manner and drop at the loft and enter with no trouble or little trouble, then you have something worth keeping in any case.

If you can get a couple of hours relaxation and pleasure from your flyers each time you like, you perhaps have something better han the Racing men and Contest men ever had.

Speaking from a long experience I will say that contesting with pigeons is full of anxiety, palpitation, frustration on the one hand, and full of pleasure on the other. Yet the non-contesting flyer very often has all the pleasure and none of the pain.

If a fancier of this type becomes inclined he can specialise in depth and quality in Rollers, height and style in Rollers, Tumblers or even Tipplers and Cumulets.

The message I wish to convey is a simple one. Do not become dissatisfied with your flyers without good reason. There are no better high flyers anywhere in the world than the U.K. They can be bought for a few shillings each and if managed with a little intelligent thought, can give great enjoyment almost everyday. There is no need to tolerate these doubtful flyers, crashers, poor homers, bad feeders, roof-sitters. It requires only a little "know how" to get hold of the right pigeon and keep them right.

I see that the Cumulet is becoming popular again and the flying variety is very good to keep.

Anyone starting with a fresh variety of flyer should get to know what their flying merits are likely to be. There are a few fanciers who will answer letters and give an honest view of very helpful nature.

There are expensive Continental high flyers for sale, some of them being, no doubt, very good. Others, I am afraid, represent a different problem.

Nothing actually beats a high flyer from the U.K. and I want to hear from the chap who says differently.

Most high flying men do not fly paired pigeons, as I always do, and they are good in this state, especially when feeding squabs at a week or ten days old.

Allowances have to be made for "hens on egg" or pigeons that are driving or carrying fine crop food.

Anybody who has high flyers and does not know really how they compare to anybody else's should go along and see the pigeons of these other fanciers. I do not advise them to invite these other "better established" fanciers over to inspect their birds.

When you go to these other lofts, do not expect to see any great performance and high flying after August to December. Some of the very good ones are sadly lacking at this time. Many of the old-hands delight in finding faults and are very good at excuses when it comes to their own faults.

Of course there are the genuine old-hands and some of these are writing at this time in "Pigeons and Pigeon World," these few people are, of course, to be respected, intelligently respected I mean.

It must be realised that pigeons, if allowed to please themselves, would do very little more than roof-squat and flap about from roof to roof. We have to confine them to produce the required exhilaration that is conducive to high flying and performance. We must not have them too meaty and fat or too big.

It is not difficult to get high flyers or performances that are reliable homers and willing to fly. Getting long times out of them is the real task, but even this can be achieved. Yet I submit that the average fancier who doesn't want to contest will be quite happy to have between one and four hours of good quality high flying each good flying day, or even on not so good flying days.

Pigeons will fly in the rain and wind and take great delight in doing so. Of course, white pigeons and the softer colours seem to get soaked easily and cannot take the wet as well as the ones of harder colours.

The whiter ones show the dirt very easily too and this has to be considered, even in these days of the so-called "clean air bill." Fog and mist, of course, is the arch enemy of high flying pigeons and I myself am not brave enough to fly even my most trusted pigeons in it. To those who can only keep a few, I say keep these few and be sure they all do a job. Anyone who can only keep a few cannot afford ornaments, feeders, droppers and the like. Make all of them do a job and earn their corn, or get rid of them that do not.

I think this will do for a flying article. I hope that it has been of some value to somebody somewhere.

JACK PRESCOTT

6 Goore Avenue, Sheffield 9.

Dear Editor,— With reluctance I have decided to reduce my collection of pigeons to two pairs of Polish Lynx, which a fancier friend is going to look after for me.

The reason for this regrettable decision is my house is in a "clearance area," although a fit house, under the Acts it must come down. If progress is to continue, someone must suffer, this time it is me, but knowing all the facts I agree with the decision.

Housing is at a premium in Reading and a house with a suitable garden for pigeons is nearly impossible, so I have no alternative but to be ready to move during the autumn.

My work and council commitments makes it compulsory for me to live in the Reading borough. I shall not be showing after August and in a few weeks will advertise the whole of my show teams except the Lynx mentioned above.

This to me is a sad blow, but I cannot keep pigeons in a one-room flat, with a "no livestock ban."

It is my intention to still do what I can for the fancy that has given me many friends and so much pleasure.

Yours sincerely,

HARRY WHEELER

99 Great Knollys Street,
Reading

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Dear Editor,—Having kept Flying Tipplers now for a few years, I thought perhaps that you would like me to pass on to anyone interested in these lovely birds a few hints. First of all the best strain must be the first important thing. When I got my first breeding birds from what are reputed to be renowned breeders of Flying Tipplers, I had no luck until I realised that my stock had come from a strain that had been bred more for showing than flying. I have been flying Tipplers bred in Sheffield for the last few years and what a treat they are, they take to the air like ducks do to water.

Now a few hints: first of all I have found that small huts holding a kit of three or five birds is better suited than large huts as you can keep on more friendly terms with your birds. It is most important to have them finger-tip tame. Now as regards droppers, I find that Tumblers are the best as they move about on the cote top more than Fantails do, and always keep them on the lookout for food so that I can do what I want with them during the training of young Tipplers. As soon as youngsters start to pick up food I put them on the cote top along with the droppers, always keeping droppers on the move. I repeat this for a week or two, always making sure that all birds will be ready to come into the hut at the shake of the food tin. The young Tipplers are now moving about more and this is the time to be spending more time with them they will now be spreading their wings a bit and looking round, so now I do not put Tumblers out with them but have them ready in a basket and if the youngsters crack up, I toss the Tumblers on to the hut top to train the youngsters to drop. This has to be done every night until the youngsters have been round a few times and I know where they are, always being ready with the droppers, because there is always the danger of birds getting too far away. When you have got the birds properly stayed you can then let them have, say, half-an-hour and then a little longer, until you gradually get them going a few hours, but you have to know what your birds are capable of, never doing too much at a time. I feed once a day at tea time, and I find that an egg cup to each bird is quite enough, but the best way is to measure out what your birds eat and see them eat it up. I never waste food and all my birds are as fit as fiddles. After feeding, water all round, but water is alweays removed from huts, never left in for birds to foul. Now food, nothing but best barley for the first eight weeks from flying and then I feed on maple peas, tares, small corn, wheat and groats.

Two pounds of maple peas, two pounds of tares, one pound of small corn, three pounds of wheat, two pounds of groats, best grit in plenty and a little linseed and canary seed once a week. I hope these few hints will be useful to some new starters.

J. SCOTT

85 Langroyd Road, Colne.

ROLLERS "BIRMINGHAM" OR "COMPETITION"

As we have had a few letters recently regarding standards for flying breeds, I should like to add to these with my own experiences regarding Birmingham Rollers.

To illustrate my point I quote Mr. Tom Brown from "Pigeons of Today": "There are two main types of Rollers, Competition Rollers and Birmingham Rollers. The first being bred for flying competitions, consisting of a series of tumbles and "twizzling," plus turns of the kit. The latter on the other hand are bred to roll or spin for some distance, and are somewhat smaller than the competition type. The Birmingham Roller is usually more streamlined, has a weaker face and a slightly longer beak, and has no rotundity of head." He also says: "In general one can say that the fuller and rounder the head is, then the lesser the chance of good rolling."

I keep Birmingham Rollers and have tried to keep birds as near to above description as possible. This works admirably, except in the show pen; this is where the difficulties arise.

I have a bird, which when entered in classes for Birmingham Rollers, has won Specials, Rosettes, Cup and N.P.A. Cert. out of 200 birds. But when entered in smaller shows with 20 birds and a popular Roller fancier judging, I have been told upon enquiring why it is cardless: "It is in good condition but too small for a Roller," or "it is flat-headed, has too spindly a beak, or has a weak face." How can this be so, when this is, or should be, exactly what we are looking for?

I do not disagree that if a class is scheduled "Rollers," then Competition or Birmingham Rollers can be shown, and it is mainly a matter of condition, etc., as deciding factor. But let's not grumble, at classes scheduled "Birmingham Rollers" which are three parts filled with Competition Rollers, when the few Birminghams take the cards.

Some fanciers have this craze for rotundity of heads which seems completely wrong. I do not say this applies to all judges, but the ones that favour Competition Rollers vastly outnumber the staunch few who stick to our wonderful Birmingham Roller. After having experienced this problem at shows, my only solution at the moment seems to be, keep both types of Roller, get to know which type your judge goes for and then try your luck. We know we cannot have a standard for a flying breed, but surely we could have a show standard for Rollers, to clear up this mix-up.

As I am in my early 20s and have only eight years experience at breeding and flying Birmingham Rollers, and only two years of showing, I am looking forward for a few replies from some of you Roller breeders with a few more years experience.

I. J. RUSSELL.

Blockhouse Lock, Park St.,
Worcester.

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FLYING TIPPLER TOPICS

IN reply to a letter I received recently from Mr. H. C. Russell, of Basildon, I accept his most sincere apologies, as he was under the impression that I would give no advice or help to anyone requiring it. I must state that I have always tried to help anyone who has approached me. Everyone in Derby and many other places know exactly how I feed my birds. I always keep a record of how I feed on each competition, and visiting me has always the privilege of reading as. I will say that a lot are not interested, as ays have their own ideas. As much as I know of the feeding system of fanciers who have flown long times, they all appear to be different, which leads me to believe that the feeding system is not quite so important as a thorough training system. If a young fancier can learn to train his birds to fly regularly six to eight hours, twice a week, feeding on malted barley and linseed, drop them, each time liberated, at dusk, for at least a month, then to double their flying time, all he has to do is to give them, for three days, better food, and a mild iron tonic. For example, he could give them a mixture of eight maple peas, a little wheat, a few grains of maize, a few groats, together with mixed seed. The seeds I use are plain canary, millet, rape, nigger and linseed. I have never used cake, but have always relied on good corn and seed to build the birds up for competition. Codliver oil or halibut oil capsules strengthen the birds as they contain vitamins A and D.

We have had very bad weather for training in Derby, and I have been endeavouring to train ten cocks to dark. Five of them which were trained to dark last year, which were no trouble, and now I have just about got the remaining five 1964 birds to come in the dark. Now I must give the five 1964 birds a little more to eat to bring them up to the same strength as the other five so that I can fly them all in one kit. The next few times out will test the young birds and I shall soon find out if they will still come in the dark when less hungry.

All the best to all for the Easter Competition.

GORDON HUGHES

WHEN these notes are printed most fanciers will be in the middle of the breeding season and I sincerely hope that you are all having lots of youngsters. To me, this is the most interesting time of our hobby, this is the testing time of your favourite birds. How often have we mated two birds which, on paper, should produce world beaters, only to find that their youngsters are only ordinary after all. To the fancier with 30 pairs of pigeons, such an event is not important, but to the majority of us with only room for eight pairs of birds it can be heart-breaking. There is concern felt by some Flying Tippler fanciers at the lack of interest in the N.T.U. Whilst not wishing to criticise anyone, I do feel that we could have more news in our monthly pigeon book, from the secretary and council members. After all, it only means one letter a month. On the flying side I would say there is no need for concern, as with such go-ahead clubs as we have in the Bristol district and elsewhere, there is plenty of interest and competition.

Special mention to the Norwich Tippler Club, good luck with your flying, also the annual show which, I hope, will continue to improve. It is the showing side of our hobby which is in danger, due mainly to the closing of stations by British Railways. I would like to ask all showmen to support as many shows as possible to make it worth while for the organisers of agricultural shows to cater for pigeons. Also for this year's N.T.U. show to be held at Worcester. Let us see if we can beat last year's total. I cannot understand why fanciers with large lofts of birds will send to a show on the same day as the N.T.U. show, yet will not support their own society. Is it because they prefer an easy win to a card from the N.T.U. show? So to everyone with the interest of the Flying Tipplers fancy at heart, let us all put that little bit of extra effort in it.

F. W. PHILLIPS

AS I write these few notes to try and keep some interest for Flying Tippler fanciers in our good little journal, I suppose all have got their birds in training for the Easter Competition. I have only just started a kit of cocks off myself. There is not much shape in them at the moment, I suppose they are stiff and aching, as they haven't been out since last year's long day competition. I have ten nice youngsters in the nest at three weeks old, as I have bred early this year to what I normally do. But I must say that a lot of credit must go to my two young sons, as these young birds have come on so well, my sons feeding the stock for me and changing the water a few times a day due to it freezing up. I am giving six of these youngsters to one of my friends in Swansea who was unfortunate in having someone break into his loft killing all his birds.

While we are on the subject of this, it happened to me, when they were not satisfied in breaking the lock but broke the boards holding the lock. Luckily, a few of the birds got away by flying into the flight, so I was able to build up my same strain of birds which I originally had. So it appears that a good stout lock is of no avail. The solution I have got now is better than any lock, as I now keep my dog in a compartment in the loft at night and I have not had any trouble since. You find that a dog will soon get used to the birds and vice versa.

Now to Gordon Hughes's remarks in last month's "Pigeons and Pigeon World" regarding refereeing. I think his suggestion that anyone having to leave a kit would make a note of the time, and then if anything went wrong before he came back that time would stand, is a very fair and just way of refereeing. We are very fortunate in our club, we have six members flying locally, so if anyone wants to leave for any reason, we

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[Conclusion of article missing]

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bare scraped wooden floor. Any loft with these damp patches makes an ideal breeding place for the cocci worm which thrives in such circumstances. This is not an idle assumption of mine, but has been proved in the scientific laboratory. Coccidiosis is caused by a minute worm which is passed from one bird to another through the droppings, and is commonly called "Going Light." Of course even if you use a feeding hopper the birds can still pick up this disease, as they are like children in a way, and will peck at anything. No fancier, as proud as he may be of his loft management, can tell me that he has never had a bird go light.

I have kept Tipplers all my life, and my father before me, all his life. In fact my father's name is on Derby Clubs' Old and Young Bird Cups several times before I was born; and several more times since I was [illegible] years old. My first impressions of Tipplers was [illegible] the early age of eight, when my father presented m[illegible] two pairs, and a small separate shed to keep the[illegible] I jealously guarded these birds and would no[illegible] let my father feed them.

However, I have realized after all these yea[illegible] the more fresh air inside the loft, and the les[illegible] there is present, the fitter the birds will become. [illegible] have only recently been able to get a supply of was[illegible] silver sand, free from dust, to suit my requirements. This dust you will see collects in all the nooks and crannies in the old fashioned lofts (of which mine is one), and helps to give the birds respiratory complaints. My fight against respiratory disease (and it persists in most lofts of racing, fancy, and Tippler fanciers), has led me to make some experiments. I have a four inch or more gap covered with ¼" wire running along the top rear side of all my nest boxes and flying boxes. I only instituted this together with 1" of sand on the floor last summer, and during the last winter it has at times been a sight more cold and windy inside the loft than outside, and yet my birds look very fit. I have still to find out if newly born youngsters will stand this breeze to which they will be subjected 24 hours per day.

Now to another subject. The question as to whether records can be broken in the west country, where the sun rises a little later than in the East. The answer is yes, and more readily so, providing the birds are properly trained to fly in the dark. Before I say any more about this subject, please bear in mind that I am talking from experience. The first year that I trained birds to fly in the dark, which was in 1956, I won the N.T.U. for my very first time; my birds flying 19 hours 7 minutes on Long Day. Since than I have flown my birds in N.T.U. competitions for over 18 and 19 hours on eleven occasions, not counting various disqualifications. I have also flown them over 14, 15 and 16 hours at Easter, and over 15 and 16 hours with youngsters, on many occassions. During this period the world record has been broken twice, and my birds have been placed second in both instances. I hope you will bear with me, as I do very seldom talk about what has been done in the past, as the future is my main concern.

Now no one advised me how to train birds to fly in the dark, this I found out for myself. In fact I believe I was the first to attempt to do this in Derby, and I had certainly never seen anyone else do it. From all this experience there is one great fact that I have found out, perhaps not great to me, but that has certainly not been realized by some. This is that if birds are trained porperly to fly in the dark, they will then fly equally as well at 4 a.m. as 12 p.m. To turn them out at 4 a.m. if it is still dark, all that is needed is to place them in the trap 10 minutes beforehand, in order that they

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FLYING TIPPLER TOPICS

LET me endeavour to throw a little light upon the subject of deep litter. It is my view that this form of floor covering for pigeons should be used to aleviate the forming of damp patches upon the floor, mainly where the droppings form underneath the perches. If one inch or more of washed sand (sand in which there is no dust) is spread upon the floor of the loft, and on top of this a fine layer of slaked lime, then the droppings will adhere to the top surface. The lime will help them to dehydrate, and when the floor is cleaned it can be done by means of raking it over with a fine rake. A little more sand and lime can then be laid, and in no time you have then a clean floor with no damp patches, as you would get on a

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may become accustomed to the half light. Personally I would therefore prefer a little extra light in the evening. I am in a poor position for breaking records as my loft is only 122 feet above sea level, and I have a hill which rises to approximately 300 feet and lies between my loft and the setting sun. Our present world record holder, Mr. W. Lovatt has told me many times that he had "30 minutes start on myself" due to the difference in our loft positions. However I have a diary in front of me giving the following details of sunrise on 19th June 1965:

Birmingham—4.44 a.m.
Liverpool—4.42 a.m.
Cardiff—4.55 a.m.

Bristol is not shown, but I would say it is a little later than Birmingham. As you will see there is not a great difference throughout the country. A much greater difference could be found in the amount of light in the morning, due to the variance of weather throughout the country, and then you could quite easily have a bright morning in the west, and heavy rain and pitch darkness in the East. As I have said before to safeguard against early morning weather, and to have a chance of breaking records birds must be properly trained to fly in the dark. In any case birds must be trained so in order for them to fly in the dark at night. Therefore anyone who has to take the 15 minutes allowed in the morning, due to not having trained his birds to dark flying cannot break any records, as he will have to drop his birds two hours before anyone else who has trained to dark in the evening. From experience again the fact imerges that the most important thing is to have a loft as high as possible above sea level, with your loft placed on the top of a slope which falls down towards the west, so giving the maximum light at night. This enables the birds to stay together as a kit longer, and the longer they stay together the longer will be their flying time. My kit generally splits at about 1 hour + 20 minutes after dark, and as soon as this happens I turn my lights on. If I had been situated a few hundred feet higher, instead of in a dark low valley I am sure my birds would stay together as a kit much longer. The reason that the birds split away from the kit in the dark, is that the dark has become so intense, that they can no longer follow one another as they do in the daylight.

I have had an enquiry from a keen novice asking what he should do if a pigeon settles upon his loft during a N.T.U. competition, and so remaining there it is liable to bring his kit down. The only rule I can find in the N.T.U. Rule book is Flying Rule 16, which states—"Any competitor having more birds out of his own and droppers, than the number he has started, either by accident or any other cause will be disqualified."

This rule points to two outstanding facts. Firstly that if a bird drops onto your trap, and it is one that you have sold or given away, and you have transfered it, it is not your property, and you will not be disqualified. Likewise if it is one of your birds, and you have not transfered it, and it is proved to be your property you will then be disqualified. It has however to be proved that it is your bird, and if you do not get it in no such definite proof can be obtained. This leads to the second fact which is that there is no rule in the book prohibiting you from getting a stray bird in on competition day, but of course if you get one of your own in you must abide by the consequences. I believe that a rule should be proposed at our next A.G.M. to cover this situation. One has to be careful when compiling a new rule of this nature, as on the one hand the rule should not be left so open, that a competitor could within the rule toss up an extra bird during the day, that he had previously transfered, in order to spur on his flagging kit. On the other hand I think something should be done for the fancier who has a good kit flying, and has the misfortune to have a transfered bird or even a stray homer or fantail settle upon his trap. I would be in favour of the following proposal:

"That during N.T.U. Competitions, competitors are allowed to get in any stray bird that may settle on the loft, in the presence only of their referee. The referee should then enter full details and ring number of the stray onto the time sheet. On receipt of the time sheet the local club secretary, and N.T.U. Secretary in case of Private Members, should then check the details, and disqualify any competitor, who has got into his loft one of his own birds, or one that he has not transfered."

Surely something like this would be much fairer to a genuine fancier, than to leave a bird on his trap during the day.

Finally, I have heard nothing but praise for the fine articles written by Mr. Phillips, and we must all thank him for the time given up to writing these, for the benefit of others.

GORDON HUGHES.

On Saturday, March 19th, I received a letter from my dear friend Perce Fields of Worcester stating that at last a club has been formed by Tippler and Roller fanciers of Worcester.

I am sure that our last N.T.U. Show has done a lot of good, and created new fanciers to our beloved sport, in the opinion of many fanciers, Worcester would be an ideal H.Q. for our annual N.T.U. Shows.

On behalf of all fanciers here in Bristol, I wish to take this opportunity of wishing all members of this newly formed club all the very best for 1966.

FRED TRANTER.

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G. HUGHES ON DARK FLYING
[published in FTA Newsletter 5-29-1990]

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FLYING TIPPLER TOPICS

WELL, there is always something cropping up unexpectedly, and always something new happening in our sport, otherwise I am afraid I should be pushed in order to find something to write about. I would in this case like to write something about the training of Tipplers, and particularly something about flying them in the dark. I should probably never have written this article except that a rumour came to my notice recently whereby some evil-wisher had been scandalising my name, and intimating that my birds should be carefully watched on competition day, as it would appear that as the rumour went around that they were in the habit of taking a peaceful nap on the roof, well out of sight, behind the chimney pots no doubt, after dark had set in, and then lo and behold, to come immediately down onto the loft when I turned the lights on.

In the first place as you can imagine that as I surmise this has been said by fanciers who have no idea of how Tipplers are flown in he dark, and precious little knowledge of how to fly them in the daylight either. But what astounded me more, was that fanciers who should have known better appeared to believe the rumour. Of course none of them could find the slightest proof, **and how indeed could they find such proof when there are always quite a number of fanciers watching the kit after dark.** I believe the rumours were started by persons who had never seen a kit of trained birds come to the loft after flying through the day, and at least one hour into dark; and to those who are stupid enough to take any notice of any such blarney as regards my birds, I say to you do not waste your time! Get a kit trained to dark yourselves, and if they drop on the roof well out of sight, try to get them down if you can. I would also state that if a pigeon is to drop on the roof on competition day, **perhaps after it has flown 19 or more hours,** and then immediately travel down to the loft when the lights are put on, then it would also be necessary to train it to do this on each outing during its training period. Now bear in mind the total number of hours spent by myself, and any other fancier who trains in the dark. **Bear in mind that I flew cocks this year that I had been training for four years.** You can imagine that I now know their every path of flight. I know their every movement in the dark. I know exactly which bird out of five, six or seven, will alight first, after the lights are put on. I know which bird will come last. When the birds split I know which one will come down immediately without any fuss, within seconds of the lights being put on. THOSE FANCIERS WHO COME TO VIEW MY BIRDS FOR THE LAST HOUR THREE TIMES A YEAR ON COMPETITION DAYS KNOW NOTHING OF THIS. I would say that the birds will perform in all ways on competition days, exactly as they have been taught to do in training. AND I WOULD SAY PLEASE COME TO SEE MY BIRDS IN TRAINING AND JUDGE FOR YOURSELVES. Apart from the local inhabitants, and local Tumbler fanciers, of whom I have many, I believe you could count on one hand the number of club fanciers who have been to view my birds in training after dark.

I was taught by my father at the age of ten, that **Tipplers must always alight on the loft after flying, and never upon the roof tops.** Otherwise that if they **did not do this I should never be able to fly them a** long time, and never be able to control them. I never liked killing pigeons, but I have witnessed the execution of hundreds by my father because they had made the mistake of dropping upon the house roof, or wireless aeriel.

I cannot see any excuse for anyone trying to cause trouble by circulation of unfounded rumours, and I think any such proved case of this should be brought before the council of the N.T.U., in the future. There is far too much of it going on in most clubs, and after all, as I have pointed out in previous issues that we are only flying for "Peanuts," and let us not try to pull one another to pieces. If any of us have an objection to any competition the correct procedure is entered in our rule book, and there is also a rule which covers ungentlemanly behaviour as well.

Generally the dark flying rules go something like this:—

Dark is termed as being 10 minutes after lighting up time, as can be ascertained from your local paper. The birds as a kit must be seen at least once every hour. If the birds split up after dark, only one hour is then allowed to induce the birds to alight on to the loft. The birds are termed as still being in a kit if they can all be seen at the same time, regardless of how far they are flying apart. As you can imagine they would not have to be far apart in the dark, otherwise you would not be able to see them all at the same time. If the birds split for the first time, then one hour only is allowed to get them in. You have no need to turn your lights on straight away. You may leave your birds flying in a split condition for as long as you wish, but bear in mind you have only one hour, to induce the birds down after splitting, and if you were to risk everything by leaving them split for say fifty minutes, you would then only have the remaining ten minutes left to get them down if you had left them flying split for nearly one hour before putting the lights on and the dropper out.

Personally I generally put the lights on within a few minutes of the kit splitting especially if they are flying low. You know that "Unity is strength," and whilst they are flying as a kit I always believe they are safe from anything that can befall them in the dark, but when they are split, I do not know how they feel, or if any particular one is feeling tired. I have never known this happen, but I am always afraid when the kit is split, of one bird suddenly taking it into its head to make a dive for the shed. This would not be a bad thing in itself, but if the bird did this in the pitch dark, and missed the shed, and landed in the tall grass, which abounds around my loft, I may then not be able to find it, and consequently be disqualified.

Something happened to my kit when I was flying at Easter 1960, which has always induced me, since then, to turn the lights on shortly after the birds split. I had become fed up with losing by the odd few minutes and so at this Easter I decided to let my kit go as long as possible. I left them thirty minutes flying split. The referee and I could see them quite well at a few minute intervals flying in a two and a one formation. However, after they had been flying 1½ hours in the dark the odd one decided to fly very low and as he came over we saw him colide with an uncorked wire, and search as we liked we could not find the bird either on the roof or in the grass. Consequently I was disqualified, and when the results were known, I could have put my lights on twenty minutes earlier and won the National comfortably. So you can see it does not generally pay to leave your kit flying after they have split. Just one point I would like to make clear. If the birds split in the dark, you have only one hour to get them down, and should they get together again after they have first split, no extra time is allowed.

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They definitely have one hour only from the first split.

I was asked recently to give some of the secrets of feeding, and of secret tonics. As any fancier who has flown any long times will tell you there are no secrets. I have flown my best times, with the aid of good corn, seeds, a little vitamin A & D, and a very weak iron tonic. If there are any secrets they are in the training I feed my birds in training on MALTED Barley (NOT MALTING BARLEY), Linseed and Hormoform. If they will do eight or nine hours twice a week in training, and are properly trained to fly at least one hour into the dark, I ask you what more do you want to give them to enable them to double their training time?

I must stop now as the typewriter is getting warm and the time is mid-night. GORDON HUGHES

160, Dean Street, Derby.

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FLYING TIPPLER TOPICS

FIRSTLY I would like to thank the many fanciers, who from many scattered places in the British Isles and on the continent, have written thanking me for the trouble taken in writing recent articles in Pigeons and Pigeon World, and I would like also to thank those who have written supporting me in what I wrote regarding "DARK FLYING" in October issue.

I have received a letter from a gentleman in Cardiff who is not sure of certain facts. He asks "What is the difference between Malting Barley and Malted Barley." Well, I am not a brewery expert, although I can tell when I have got a pint of bad beer, but as far as I can ascertain, Malting Barley is the definition of the grain before the operation of malting has taken place. Malted Barley is the product after the malting operation. Tipplers will fly twice as long when fed on Malted Barley as compared with Malting Barley. If your corn merchant has none, ask him to ring the nearest brewery from where he may obtain a supply. Secondly, regarding "Hormoform." From the advertisements, this, when given to pigeons regularly is supposed to make up for the deficiency in their diet, which they may have, due to being penned up for long periods, without any access to the minerals which wild birds are able to take. Tipplers will fly longer when fed regularly on Hormoform, linseed and malted barley, than they will on some of the training feeds I have seen administered. If the birds, when in train-

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ing, fly listlessly, watching the loft all the time, the fault may be in their feeding!

It has been suggested to me on odd occasions that for a pigeon to fly in the dark it must have been bred from birds that had been used to doing this over the years. It is not natural for pigeons to fly in the dark therefore I do not believe this theory. But I will say that if the parents of a pigeon flew successfully in the dark, then it is quite safe to say that the offspring will also do so. I think the credentials for good dark flying Tipplers would be stamina, genuine easy flying capabilities, and some inbreeding to give them nerve. Many of you must have had Tipplers which have flown many hours during the day, and then after their usual dropping time they have flown long into the night; consequently you have either lost them or you have enticed them down onto the loft the next day. These, in my opinion are the type to make good dark flyers. I do not mean these particular birds, as they would probably be of no further use for training to dark, after spending the night out; but I do mean birds of the same strain, which must have not made this mistake. Although I have never tested them, I would not fancy the "Tumbler Type" of Tippler as a dark flyer.

I was asked recently how I managed to get my birds fit for showing. To this question I stated that I could only get my birds to the bare standard of fitness for showing due to their lack of exercise in the winter. In other words I do not believe that a bird could be brought up to the standard of "Flying Condition" whilst he is penned up, and to get this condition he must be allowed to exercise and strengthen his muscles. Therefore this condition as known in the showpen, is not the condition as I know it.

I have been asked by Ernie Loach to say a few words regarding eligibility to compete in National competitions. He says that any competitor must have at least three members of his club competing on that day before any one of them can compete in the National competition. If there are only two competitors this is only a "match"; and there must be three competitors to have a "competition." Of course this rule was made to stop any cheating, and to protect the interests of all competitors.

I was not able to get to the National show at Norwich, but Ernie has brought the report back, that it was a credit to the Show Manager and his helpers, with a special mention for Mr. Smith, the chairman of Norwich Club, who worked like a trojan. The judges were of the opinion that the standard of the entries was very high. The flying classes were poorly supported, there being less than half the entries of last year. There were approximately 290 entries, of which 40 were flyers. I suppose many flying birds would hardly be through their moult, which would account for the poor entry. **I think there is a good case for having our show a week or so later in the future.**

I have heard from John van der Wel and I am glad to say he is much improved in health. He hopes to have some more Tipplers next year, but is unable to have them at present due to the fact that he is working away from home at Utrecht, and has three hours travelling to return home in the evening. I did get the idea that John was going to write a few lines to us in this paper, but maybe this will be in the next issue

I have had letters from both German Clubs, and Mr. Harry Bungsche was very kind to return a hen to me recently which I had sent to Mr. Krombach last year. Mr. Bungsche and Mr. Krombach were very co-operative, and they were very willing to help me when I mentioned that I was short of hens for breeding.

Until next month, wishing you all a Happy New Year.

GORDON HUGHES.
160 Dean Street, Derby.

FLYING TIPPLER TOPICS

NOW we can look forward once again to a new breeding and flying season. Looking back on the old year, as in years before, I have still continued with my experiments, and whenever any new system has been recommended to me in order to improve the health of my birds I have always tried it out in practice.

1. I have found out that it is true that the maximum amount of fresh air flowing through the loft from front to rear, and from side to side, during summer and winter, keeps the birds more healthy and better feathered, than if kept in an enclosed loft with just the front open. I believe that pigeons kept in this country cannot be given too much fresh air. I have found that an exception has to be made when one has unfeathered youngsters in the nest. For the short period whilst youngsters are in this state I fasten thick pieces of cellophane paper over the apertures in the rear of the loft, just leaving the front partly open, otherwise I found that due to the very cold winds early in the year very few youngsters will survive. No doubt that if a pigeon made a nest such as a wild bird does, it would then be so deep and cosy that any amount of wind could blow all around it, but would not penetrate deep down into the bottom of the nest. Alas pigeon nests are very seldom like this and furthermore they do not tend to sit their youngsters so tightly as wild birds, and they come off their nest to feed sometimes leaving small babies to get chilled. Then of course, wild birds do not make a practice of going to nest in February.

2. I have found that a bath given to the birds once a week, summer and winter is beneficial. I place a flat box on top of the loft, in which a clean upturned dust-bin lid is placed. I fill with fresh water and place in a handful of salt and a good pinch of Permanganate of Potash. As soon as all the birds have bathed I take the water away. I find it not beneficial to leave the dirty water about for the birds to keep sipping. If I wish to show my birds I am very lenient with the Permanganate of Poash, as if used too strongly it stains the feathers. There are no fleas or lice on my birds.

3. I have a permanent heap of mouse poison placed on the floor in an unused corner of the loft. This is ready for any stray mouse who may enter. The poison is cleared away once every week when the loft is given a thorough clean out, and then a fresh heap is placed down. I have only experienced mice once in the last twelve months. If I use a hopper in which corn is left lying during the hours of darkness, I find the mice will eat the poison rather than go to the corn.

4. I have found that if the loft has a wooden floor, a light covering of slaked lime, and then a covering of at least one inch of washed sand is beneficial to the health of the birds. I have not had one case of "Going Light" since I instituted this way of covering my floor. I am not saying that heaps of droppings should be left on the floor, but a bone dry floor is less harmful to the birds even though it may have heaps of droppings, rather than one which is scraped three times a day and then left in this state.

5. I have found that ½ inch wire must be used everywhere where there is an aperture in the woodwork, to keep out wild birds, which may foul your hoppers and drinking vessels. If you receive a bird from another loft, even though it may be from your best friend, put it into quarantine for a week or more and make certain that it is perfectly clean and healthy before introducing it to your own stock. Never erect your loft above any other animal house, such as poultry, dogs, budgies etc. The further any other animals, pets or cagebirds are kept away from your pigeons, the fitter the pigeons will be. These pets can pass on germs and parasites, and furthermore your pigeons may peck at the earth on which your dog and cat has urinated or excretered. Don't forget that if pigeons are allowed to collect twigs from the garden when nesting, they may carry red-mite into their nest-boxes as they may abound upon these twigs.

On 3rd December we held our local club show, and all our members were grateful to our show manager and his helpers, and to Mr. Arthur Newton who visited us with his wife and family in order to judge the classes.

I would like to say a little more on the paragraph which was part of my notes in November issue, on the Quarterly Report, which as was passed at our last A.G.M. will be published by our N.T.U. Secretary. If this paragraph is read carefully, it states that Mr. Loach agreed to publish a report quarterly, on the activities of the N.T.U., through the medium of this paper. I am sure Mr. Loach has been secretary long enough to know, and understand, that if something is passed at our A.G.M., it is his duty to carry it out. Mr. Loach I am sure would like to think he has the support of all clubs, large and small, that they will bring the information as published in his quarterly report to the notice of all their members. He tells me that the Quarterly Report will be published in February, May, August and November issues. I feel that this rule was passed for the absolute benefit of all N.T.U. members, therefore it is the duty of all subscribers of P. & P.W. who belong to the N.T.U. to do their utmost to get the information over to those who do not take the paper.

I have been plugging the fact, over quite a period, that if self appointed, voluntary, and unpaid scribes like myself, who get plenty of criticism and very little praise, are to still spend hours writing for the benefit and pleasure of others, a little more support should be shown to them.

The least that could be done would be for members to pass the book around amongst one-another. I know in each club, however large, there are only a few ardent fanciers, and without these the club would fall. Usually the few ardent ones are the target for any just or unfair criticism, or any form of "Out of Clubroom" talk that may be going. From my own experience only the ardent fanciers take the book, and it is difficult to get the ordinary chap to interest himself in it, although its cost is only equivalent to that of one pint of best bitter taken once a month.

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AMERICAN RACING PIGEON NEWS
2421 Old Arch Road, Norristown,
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Even though I believe many think that I write for my own benefit, I will continue to do so, but only as and when I have more spare time. I know a few take pleasure in reading not only my notes, but others written from time to time by our members, and at times I receive pleasurable letters from those readers, for which I submit my thanks. GORDON HUGHES.

160 Dean Street, Derby.

ALTHOUGH I now only breed and exhibit Wests I still maintain a keen interest in the Flying Tippler and I was very pleased to visit Norwich in November and again in December for the N.T.U. and Norwich F.T.S. Shows.

At the N.T.U. Show there was a wonderful entry of around 300 in the ten classes. The Light Prints were outsanding and the Adult Cock Class of 38 was headed by a wonderful bird owned by Len Rubery which was followed home by birds owned by B. S. Shortridge and W. T. E. Smith. The very large entry of 40 adult hens resulted in a win for that outstanding breeder, Mr. Stan Lock, second and third positions going to Tony Williams of Bristol. There were 30 entries in 1966 Cock, Len Rubery again taking top honours. This was very interesting to the Norwich fanciers as Len Rubery was due to judge their own show a month later. Len's bird was followed home by two of F. W. Philips' birds in 2nd and 3rd positions. Mr. W. T. E. Smith, who is I believe the chairman of the Norwich F.T.S. won the 1966 Hen class of 29 and was also 3rd, 2nd place to B. S. Shortridge.

Tony Williams of Bristol had 1st and 2nd of 31 entries in A.O.C. Adult Cock, Mr. Thomas being in 3rd place with a bird that completed a lovely trio. The winner of this class, a lovely Silver being Best in Show, a great achievement in this star-studded entry. B. S. Shortridge won the Adult Hen class of 26 with a Black, which looked like the Derby County winner. Tony Williams took the 2nd card, 3rd going to the well-known S. Wales partnership of Tabram and Hughes. 1966 Cock was another local win as this class of 28 fell to W. T. E. Smith, who was followed home by Tabram and Hughes, with B. S. Shortridge in 3rd position. 1966 Hen went to F. W. Philips who was present at the show and was obviously delighted to win this strong class of 33 entries. 2nd place going to Geo. Matthews, followed by Tabram and Hughes in 3rd position.

The Flown classes were small in number but it is interesting to see that the Sheffield and Derby birds are still mostly Reds, Blacks and Blues, whilst the West Midlands, South Wales and West of England still have a preponderance of Badges and Balds complete with white flights and in some cases white tails as well, and with their bull and odd eyes, their Flying Tumbler ancestry fairly shrieks at you. Swansea and Bristol are of course very strong in all colours, both for flying and showing and there were some nice Reds, Blacks, Yellows and Duns, from these areas in the Flown classes.

Flown 10 hrs. Cock saw 1st going to Tabram and Hughes followed by Geo. Matthews, 3rd going to a local member in Mr. F. A. Baldock. In the Hen class the first two places were reversed as Geo. Matthews took 1st followed by Tabram and Hughes with Mr. Brockhall in 3rd position. Flown 16 hrs. Cock saw H. T. Slade taking 1st and 2nd cards, 3rd again to Tabram and Hughes. The Hen Class went to Tabram and Hughes who also took the 2nd Card, 3rd to Mr. Birchall.

There was quite a crowd from Bristol at the show and Geoff Holloway had made the long journey from Swansea. Like his father before him a wonderful supporter of the N.T.U.

So ended a magnificent show and Mr. Ernie Loach and John Rattledge deserve all praise for their efforts. Birds were basketed at 5 p.m. and the pens were being dismantled by 5.30 and the hall was clear apart from sweeping up, by 6 p.m., that means enthusiasm and efficiency which the Norwich fanciers have in full measure.

I was looking forward very much to my visit to Norwich to visit the Norwich F.T.S. Show. This was held in the same hall a month later. This is a lovely venue, light and clean and big enough to stage the Norwich Show single ties. The entry was not of course as large as the N.T.U. but Len Rubery had a high quality entry to run the rule over. When together with the Norwich fanciers you have exhibitors of the calbre of B. S. Shortridge, Stan Lock, F. W. Philips and many more well known names competing it adds up to a classic Tippler show and Norwich has now firmly established itself, together with the N.T.U. and Bideford as one of the three top Tippler shows. Len Rubery judged in his usual fearless competent manner, which means that every bird gets a fair crack of the whip, and I still stick to my opinion that he is one of the best judges of a flying pigeon that we possess in this country, and I always feel that he should judge one of our top West shows every year. The classification was the usual four Print and four A.O.C. classes plus a flying class and one A.O.V. Stan Lock had a field day, winning several of the Print Classes also Best in Show. F. W. Philips also scored a 1st in a Print Class, and it was pleasing to see two local fanciers in Mr. M. D. Brooker and Mr. A. C. Easter winning firsts in the coloured classes.

My overall impression of the two shows was the tremendous quality of the Light Prints and Silvers and it was pleasing to see the winners were all a nice medium size and of beautiful type and quality. There is nothing wrong with a breed that can put on shows like these.

JEFFREY OLDHAM.

Fancy Pigeons are specially catered for every Thursday in that famous old livestock journal.

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FLYING TIPPLER TOPICS

BY now I trust, everyone has his birds happily paired, and those with flying birds should now have them in training. I do not believe in releasing my birds too early before the first competition. I think six weeks is ample for birds which have been subjected to a stiff training during the preceeding year.

Many of us make the mistake, year by year, of being over anxious, and of not being patient enough, when deciding many factors regarding the welfare of our birds. My case against flying birds for too long a period before the day of the first competition, is that, as you may need the same kit for three competitions, this will increase their total number of hours flown in the season. The longer their flying season the sooner they will tend to go "stale."

This year I decided to experiment upon what would happen if I endeavoured to train three cocks, which were born in May, 1966, and which had been kept in-

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side the loft all the winter, and never released as youngsters.

I firstly fed the birds sparingly and so made them hungry, but at the same time kept them fit. On 5th February I turned them out of the loft, one at a time, at one hour intervals, also liberating my droppers at the same time. After a few seconds of freedom each bird struck up into the sky. One arrived back two hours after liberation, one returned on 6th February, and one on the 7th February. On 8th February I turned the three birds out together, and obviously in this short space of time, they had become fully used to their surroundings, and did not intend to stray away again. This proved to me that the birds were far easier to break, and much more sensible, at this age, than they would have been at the age of two months. I then found out that the three birds would not fly "as a kit," but seemed to detest one another, and if two birds strayed close together in the sky, they would then go "hell for leather" in opposite directions, as if some unseen force was propelling them apart. I was not dismayed, but continued to liberate them each afternoon for an hour or so. They continued to fly in this disgusting way for almost two weeks. However, eventually my patience was rewarded and after a week, two birds decided to fly a little closer together, and today (at the time of writing), the three birds are now flying close together in a kit of three and "raking" well. I am quite pleased and satisfied that this can be done, and I shall have no compunction whatsoever in the future in holding birds in from babies, and starting them off during the following year. I am positive that this kit will now perform equally as well as a kit which has had a thorough training as youngsters. I have heard of fanciers both locally and from different parts of the country who have been unsuccessful at this sort of thing, but I can assure you that these birds kit well, and they are the only ones I have tried with.

I would say that this could possibly be done more easily with hens, as cocks seem to be much more obstinate at times.

I would also think that if three birds of different strains were used it would make the job harder than if three closely related birds were used.

This system of commencing the birds' training in it's year after that of it's birth, has many advantages. Mainly that they have more sense, and that they have had the advantage of an uninterupted moult, which they would not get if liberated when a few months old, and subsequently a rigorous training on mainly carbohydrates. It still remains to be seen whether these birds will fly long times, as their sisters and brothers have done, but in view of the facts I have mentioned, at the moment I can see no reason why they should not be as good, if not better.

AMERICAN RACING PIGEON NEWS

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Since writing my last notes, I have had a considerable amount of bad luck. In my last notes I mentioned that I had not seen any mice in my loft for a considerable time. However, this statement proved to be "Famous Last Words," as at Christmas I did not get mice, but I did get a rat, who made himself at home in a compartment containing six hens. I had poison down, well out of their reach, but somehow, although I am most careful, the six hens became ill, and got into such a state that I had to dispose with them. I contacted two veterinary surgeons and they were of the opinion that the birds had become ill due to poison. The only conclusion that I could come to, was that the young man who cleans my loft out each week had inadvertantly collected the poison on the same dustpan that he used for putting down new sand onto the loft floor. However, I have still eight breeding hens left, and have them now happily paired up. The rat is dead, and all possible gaps where any future entry may be attempted, have been cemented up. I now keep the poison permanently on a tray, outside, and underneath the loft, where no birds or humans can reach it.

All the best to all. GORDON HUGHES.

160 Dean Street, Derby.

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FLYING TIPPLER TOPICS

IT is some months since I contributed to this magazine. The reason for this has been that I have been engaged in selling my fruit and vegetable business at 160 Dean Street, and then moving to my new address. I was engaged in my former business for a period of seventeen years where I very often worked for eighty hours a week or more. I am still engaged

isiness but only work the hours of a normal .ing week. Consequently I shall have more time to id to my birds. I have a new loft at my home ch measures 18' x 7' x 7'. I have had it built to own design with appertures to give the maximum sh air inside the loft. I managed to get a few ungsters used during the late summer but was unable give them a full course of training, as at the time had not moved to my new address. However I shall at least have something to try out in the spring.

I would like to make it clear that the new dark rules will be very little different to the old ones. For instance part one of the new rule states that "Birds flying into dark must be inside the loft within one hour after their time has been taken." Well under the old rules anyone going all out to win did not put his droppers out or his lights on until the kit was seen to be split. He then had only one hour to get them down.

Part two of the new rule states that "If a kit of birds go out of sight in the dark, and are seen to be split when they return, they are termed as geing split from when they are last seen as a kit, i.e. from the time they go out of sight as a kit." Well if a kit of birds have flown all day, and approximately sixty minutes into the dark, they are not usually then travelling very far, and there is very little time between when the kit is last seen altogether, and the time when they are seen to be split. The reason for this being that when the splits, usually one or more of the birds is getting tired or he realises that his usual dropping time has arrived. The kit usually goes over the loft and as the birds turn for home they become split, and usually the split bird makes a beeline for the loft. It has been my habit under such circumstances to put the lights on and the droppers out immediately. My average time to get the kit down has been fifteen minutes. There are exceptions of course and I remember some years ago I flew five cocks, and at ten minutes after dark a stray young homer was still with the kit. When he departed at 10.20 p.m. one of my kit was seen to follow him. Consequently I had to have the kit down by 11.20 p.m. The last of the five came at 11.23 p.m. I was therefore disqualified.

I regret that I cannot leave the subject of "Dark Flying" without remarking upon a statement made by Mr. A. J. Chaffey who writes on behalf of the Bristol and District Tippler and Tumbler Society. The statement was printed in November issue and the words of it were: **"I believe that the dark flying rule will now have a chance of being applied the same way all over the island for the first time, and possibly a true winner will be the outcome for the first time."** I quite agree with the first part of the sentence, as many fanciers have been interpreting quite innocently, but wrongly, the phrasing of the N.T.U. Rules. However, the statement that "Possibly a true winner will be the out-come for the first time," would give the impression that **ALL** winners whom have competed and finally dropped their kits in the dark have not been true winners. I know that whenever my birds have won they have been worthy winners, and I cannot find any excuse for this statement which is directed against anyone who has won an N.T.U. competition having dropped his birds in the dark. I am sure that the hundreds of fanciers whom have done just this will be very displeased to read that they have not been true winners. A very incorrect and rash statement to make about you long time flyers I am sure, especially after all the hard work you have put into training your birds!

I would like to make a few notes of a more interesting nature of what I have learned through experience and from reading books.

I have made the mistake many times of getting my birds too fat during their training period, before a competition. Fat is the worst enemy of athletes, footballers, and any animal or bird which may compete in a competition. Only years of practical experience will teach a fancier which seeds and grain, and how much of each type to give his birds for the particular job they have to do. Most of us have no or little idea of the birds anatomy or how it's digestive system works, therefore we have to find out by trial and error. Briefly the foods that will make your birds fatter are the cereal grains, i.e. wheat, barley, maize, dari, millit, plus the seeds with the most oil i.e. hemp, linseed and rape. I hardly ever use wheat, maize or dari, and it is most important to study all the grains and seeds and try to give your birds the correct amount required for the job they have to perform.

The tic bean is the least fattening of pigeon foods, but I never use the very black beans as I believe they have been kiln dried, and the heat used will possibly have killed the germ. The best possible grain should be dried naturally and be as old as possible. Never give the birds corn which has been affected by weevils i.e. with holes bored right into the grain. Wizzened peas are the best as you then can see that they are fully dried. Wheat will scour your birds. Tares are most unreliable, but if you do find a good sample they have a very high protein content. Maize is generally associated with the spread of canker, and it is hard to tell whether it is good and dry or not, although it might look perfect. Linseed is the best seed you can give to your birds but bear in mind it is fattening. Barley is low in fat content. The best type of maize is cinqantina. Hemp seed has a high fat content so use sparingly. I rate giving canary seed and millit to the birds, in the same way as I would rate giving biscuits to a child. They will both eat them when they will not take other food, but I am sure the actual goodness in them does not come up to the standard of linseed. Beware of cheap grain obtained straight from the farm. It may be unsuitable for your birds in many ways. Tasmanian maple peas are second in food value to beans. If birds are fed totally on maple peas they will over eat, as the shell of the grain is sweet. If fed on a mixture of which there is a percentage of beans they will gobble up the peas and cereals and leave the bans until the last, the reason for this being that although the beans are good food they do not like the taste of them. Rice has no particular food value as it is approximately 75 per cent carbohydrate and very fattening. Some fanciers give it before the competition as it is thought to hold water. The grains such as maize with a large carbohydrate content require a lot of water in their digestion. Rape has about 50 per cent oil content. The best grain should have as little water content as possible, this necessitates ensuring that grain is as solid as possible, and that it has been properly stored, before purchase. It is worth noting that grain which contains much fat delays the digestion. The process of digestion is very complex, chemically, and the slightest foreign body, poison, or hunger can upset it. Furthermore, when the process stops, the process of body growth, growth of feather, etc. stops. Hence the fret mark. Pigeons which are given an excess of salt, overdrink and intake an excess of water, which makes them loose, and liable to foul everything in reach. It is best to give birds grit which has no salty taste. I am very careful when giving green food, as apart from the very slight energy value it contains, it may contain hosts of worms or their eggs, even though it has been washed. I believe tap water is better than soft water, as the former is clean and contains calcium, lime and flourine, which are all beneficial. Minerals create growth of bones, claws,

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ather. Calcium is most important through-
rd's life.
inted out before that most of our troubles,
when flying in competition, when we have
perfectly in training, and then they
tion day is due to excess fat. Fat colle
parts of the body. A fat pigeon can hardly
e and for a bird to be fit it must have been
ctly, and most important of all it must have
lar exercise. A racehorse does not get fit
confined to the stable. It must be galloped
y to its fullest limit. This is why I believe
so called fit pigeons which are placed in the
pen and which have never been exercised are not
at all by flying standards. I do not doubt that they
are as fit as possible under the circumstances of their
environment.

Most if not all corn is deficient in vitamins, and some sort of boost should be given to the birds extra to the grain to make up for this deficiency. However excess
are of no use to the birds and any excess given
ejected by them, or may affect the liver of the
Lack of vitamin A (cod liver oil) may give the
u one eyed cold. Lack of Vitamin B (as contained in brewers yeast) will give the bird Polyneuritis. You may feed your birds on the best possible grain and because they may lack these vitamins you may contract either of these two diseases.

Vitamin A is found in codliver oil and halibut oil.

If your birds are deficient in Vitamin B, give them a course of brewers yeast tablets, and always make sure that they receive a little linseed each day.

Vitamin C is found in Fruit and vegetables and some grain.

Vitamin C is easily destroyed if the grain is cooked. Vitamin C is produced when grains are allowed to sprout. I would say that this makes malted barley a much better food than that which has not been malted.

Vitamin D is contained in C.L.O., eggs, milk and sunlight.

Vitamin E is also contained in sunlight, so let as much as possible into your loft, and bear in mind that direct sunlight is the best, and not that which is filtered through glass.

Well, I am sure that many fanciers will be well aware of this multitude of facts, but it does us all good to be reminded of them as in our complacency we are liable to forget what a complex business we undertake, when we decide to become a pigeon fancier, especially if it is our greatest desire to reach the top.

GORDON HUGHES.
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Pigeons and Pigeon World
Editor: E. H. Whitehead.

Editorial—June, 1971

The Show and High Flying Seasons are now well on the way, and some good High Flying times have already been recorded.

Unfortunately the Pigeon Sections at the Royal Agricultural, Royal Norfolk, Royal Welsh, South of England and Aberystwyth Shows have been cancelled, due to Fowl Pest.

Our "Special Offers" this month include African Owls, Flying Tipplers, Genuine Homers, L.F. Tumblers, Modenas, Chinese Owls, German Owls, Frillbacks, Jacobins, Nuns, Trumpeters, W. of E. Tumblers and Show Pen Racers. E. H. WHITEHEAD.

Front Cover Illustration — June, 1971

Our Front Cover this month illustrates a Yellow L.F. Self Tumbler cock, bred 1969 and exhibited by Mr. R. L. Lock, 10 Sunset Heights, Barnstaple Devon. His wins include 1st, Rosette, Special and Reserve Best in Show at Devon County 1970, and 3rd Harrogate 1969.

OBITUARY

FRED NICHOLS, BIDEFORD

In the April issue of "Pigeons and Pigeon World" we read with regret of the death of Fred Nichols. Fred must have been in his mid-eighties. He was well-known in the Flying Tippler Pigeon World as a Flier and Exhibitor of Light Prints often winning the top prizes. Yet another pillar of the fancy has left us. To his wife and family we wish to convey our deep sympathy in their sad loss.

ARTHUR DAVIES

PERSONAL PARS

The undermentioned fanciers have recently removed, and their new addresses are as follows:

Mr. E. P. Morton, "Newlands," 154 Huddersfield Road, Brighouse, HD6 3RT, Yorks. Telephone: Brighouse 4409.

Mr. R. Graham, Fylde View, Wombleton, York.

Flt Lt J. B. Knapp, "Pagets," 15 Marksbury, Nr. Bath, Somerset. Telephone: Timsbury 455.

Mr. K. J. Shaw, 'Vizor," West Winch Road, Kings Lynn, Norfolk.

Mr. C. R. Sutcliffe, Higher Moss Carr Farm, Long Lee, Keighley Yorks. Telephone: Keighley 7416.

Mr. R. N. Hall, "The White House," Windmill Road, Fulmer, Bucks., writes to say that he has taken up Modenas, and will be pleased if secretaries will please send him schedules and details of any pigeon shows.

THE LATE MR. W. WATMOUGH

FOLLOWING discussions with Mr. Sears the President of the National Pigeon Association I have been asked to write this letter inviting fanciers to subscribe to a fund to commemorate the good work of this great and much respected fancier. I accept this pleasurable task gladly and appreciate the compliment of being chosen to do so.

Mr. Sears' reason for approaching me was as he says, because I have known Mr. Watmough for about sixty years, possibly longer than any present day active fancier; also on account of my long connection with the pigeon fancy I am in a position to compare him with the great ones of the past.

Having done so I conclude that few men have equalled Mr. Watmough's ability to breed high class pigeons and pass on his methods and experience in such a lucid and generous manner as he did for many years.

As organiser and man at the wheel of the Harrogate Show he rose to the heights. He had the happy knack of attracting around him an efficient and friendly staff of helpers with the result that not only has the show become the outstanding one of the late season, but also a very enjoyable one; and a boon to clubs which hold their annual show there.

The pigeon fancy owes him a great deal for his work in this connection, which he has carried out with much ability and dignity.

Therefore it is hoped that many will take this opportunity to subscribe to the fund to provide a Trophy to be known as the "W. Watmough Memorial Trophy" which will be handed to the National Pigeon Association, for safe custody and offered for competition at the Harrogate Shows of the future, for the best pigeon in the show.

It is emphasised that any donations will be welcome, but it is suggested there should be a limit of £1.

Will you please send to The Secretary of the N.P.A., Mr. B. V. Wailington, "Coomgs", The Common, Ashington, Pulborough, Sussex.

No receipts will be issued but a list of donors, without amounts, will be published in the Fancy Press. May I thank you in anticipation of your support. H. N. LEIGHTON

"THE ARCHANGEL PIGEON"

THE Archangel Club have just published the above book, compiled by Mr. C. G. Adam, and copies have been distributed to all members of the Club.

The book covers the history of the breed and the Standard, it also includes chapters on housing, breeding, ailments and hints on judging, and I am sure it will be of great help to any Fanciers interested in this breed.

Copies can be obtained from the Hon. Secretary of the Archangel Club, Mr. C. G. Adam, 48 Springfield Avenue, Sheffield S7 2 GA, price 30 p per copy postage paid. E. H. WHITEHEAD

NATIONAL TIPPLER UNION

OUR Easter fly was another success story from most clubs. We had 127 entries and 86 teams, a very good turnout. The first 38 flew from 17 hours 25 mins to 15-0. This I think shows how keen the lads are to win. I am not sure if I am right in thinking that Rule 19 is causing some of our com-

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petitors to drop there birds before it is nearly dark. This is the point I want you all to give a lot of thought ready for our next A.G.M. Your birds are flying well, it is dark but you can just see them every 10 minutes or so, then the referee tells you he cannot see the birds because it is too dark, and takes your time. The last time he saw your birds was perhaps 10 minutes, then he tells you he cannot see them, so after you have waited say 20 minutes you decide to put the light on and the droppers out, you have 30 minutes to get your kit down, when you put the light on and the doppers out you split your kit. I have never seen a kit flying together after the lights have been put on so why put the clause in the rule book, some of those fanciers who put that clause in have never refereed in the dark. Fancy flying ones kit all day into the dark until they cannot be seen and then you are robbed of 10 minutes because you have split them with the droppers. Don't tell me you have seen them well after midnight with the moon shining that can happen few and far between. I am talking about the dark in between light, suppose a fancier had the luck to draw his kit down without splitting them, he would then be allowed one hour from when he put the lights on. I have refereed in black darkness when the owner has managed to drop two within the hour, but the other one would keep comirg down to the edge of the light time after time in the end he comes two minutes overdue, disqualified, everybody says hard luck but that no comfort after all those nights of hard training in all weathers, plus the fact that the bird has been seen time and time again trying to pluck up his courage to come down. I am not asking you to give those chaps more time to get there birds down, but to go back to the old rule made in 1912. Any competitors birds flying until dark and then splits up and are seen flying in odd ones. Only one hour allowed to induce the birds to drop. Sheffield held the records for years and I can tell you the refereeing was keen and still is if the ref puts the clock on a kit, it stays on, you have to get the birds down in the hour. Never mind our rule, they have stuck to this method and they have had the record twice, ask G. Marlow or J. Heaton if I speak the truth. Coming back to the split for a while George Marlow could see his kit when he broke the world record, it was a lovely moonlight night, he had to put the droppers out to split his kit to drop them. He knew they would not come down until he had split them. He was right. I wish you all a good season.

E. LOACH

EDINBURGH INTERNATIONAL CHARITY PIGEON SHOW DONATES

£1,250, to Scottish War Blinded "Linburn"

ON Tuesday, April the 6th, a coach left St. Andrew's Square, Edinburgh at 6.30 p.m. with a load of pigeon fanciers bound on a journey to "Linburn", home of the war blinded and on arrival over 60 Scottish fanciers attended the dinner in which Lord Haddington, vice president of the Scottish National Institute for War Blinded received a cheque for £1,250 from the committee of the Edinburgh International Charity Pigeon Show, after a most enjoyable dinner the fanciers were shown around the workshop and met some of the blind, the show, since it was started four years ago has given a total of £4,000 and this is the biggest single donation by any one society. Next years show will take place on the 12th and 13th November, 1971 and a total of 240 classes for Fancy Pigeons will be staged plus 17 classes for Racers, club shows to be held at Edinburgh are the Scottish Tumbler Club Show, British Rare Variety Club and the Scottish Fantail Club, any other clubs which might be interester in a club show, please contact the Secretary, Alex White, Dalmeny Home Farm, South Queensferry, West Lothian.

YOUNG FANCIERS NOTES

TO say that I am disappointed is to put it mildly with the response to my suggestion in asking for your ideas and help in an effort to make the Young Fanciers Club a much more active affair than it appears at present. It would seem that most are content to let things drift and leave it to the other fellow to do the work! Apathy is a disease and one it becomes firmly rooted, we might as well fold up our tents and disappear. However, I am still not without hope that we can do much better than in the past but this means a united effort and not left to the few keen members. To give you all another opportunity of making good, it has been my good fortune to receive a letter from David Willans of Darlington, a very keen and successful young fancier who is prepared to take over the secretaryship of the Young Fanciers Club. I have known David for some time and I can vouch for his abilities and flair for the job in question. Of course, he needs help and I will be behind him all the way and continue to do all I can but you too, must be prepared to take your share of responsibility. There is room for a real live club and in this respect, David has put forward several very good and useful suggestions which could be put into effect. It would be pointless, however, to go ahead with these ideas until he and I are assured of your support. I understand that David will be writing you on matters of interest to the club and what he would like to achieve. It is now up to you all to back him up and I will be very disappointed if you do not respond. The name and address is David Willans, 14 Burtree Lane, Darlington. I am sure he will not object to the postman being overworked in bringing your letters to him!

It is surprising how widely read these notes are. A few days ago I received a letter from Mr. Al Grace of Lackawanna, New York, USA, expressing his interest in the welfare of the Young Fanciers in this country and most generously sent me a donation to be used as I thought best on your behalf. This I have decided will be allocated as specials at the Harrogate Championship Show to be held on the 12th December, where several classes will be scheduled for your benefit. It is possible that we may have a small trophy or cup for competition at this show but of this and other items concerning your classes, will be made known later. In conclusion, do please give your full support to your new secretary and get your interested friends to become members. I will be in constant touch with David.

R. TREWHITT, President
77 Tynedale Road South Shields

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15.

FLYING TIPPLER TOPICS

WITH further reference to my article in December issue, and the article written by Miss Susan Jackson in January issue, I would like to print a letter I sent to Miss Jackson in reply to one which I received from the good lady, i.e.:—

Dear Miss Jackson,—I thank you for your most explicit letter, and of course there is no defensive reply; just an explanation of my December article.

I will introduce myself as a practical pigeon fancier, who has achieved results by trial and error, rather than the knowledge of how to administer vitamins and minerals, a sufficient supply of which is not contained in a normal mixture of grain. Although you may be a little dubious regarding the food on which I feed my birds, I have flown kits of Tipplers many times for periods of over eighteen and nineteen hours, and they would not achieve this unless they were fit. Perhaps with your extensive knowledge of the vitamins and minerals which are so important, you may be able to recommend something which will enable me to achieve my ambition, which is to fly my Tipplers twenty hours and longer.

You ask me, with what mixture I feed my birds. It is obvious to me that you are not a Flying Tippler fancier, nor would I expect you to be one, otherwise you would know that I do not use the same mixture when I am training a kit of birds to compete in a competition, as I would do when they are producing youngsters.

1. When I have birds in training. This means that they are liberated twice each week, and fly from eight to ten hours each time, coming then down to the loft one hour or more after dark; I feed on (once per day only) one ounce of malted barley plus a teaspoon of "Boost." The boost is made of Hormoform (as produced by Harkers), plus sugar, milk, calcium, salt and linseed.

2. When the birds are breeding or during the winter months, I feed mainly on Maple peas, Tic beans, tares, with a little wheat or malted barley, plus a little boost.

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Perhaps you may be able to help me, would you approve any change in these diets?

When I pointed out in my article that certain grains are fattening. I intended readers to naturally understand that some grains are more fattening than others, and consequently they must take care when building their birds up from the state in which they will only fly eight to ten hours, to the state in which they will have far greater endurance to fly nineteen hours, on a fixed competition day. If the wrong proportions of carbohydrate and protein are given during the last week before a competition, the birds will become fat and disappoint their owner.

Please understand that the Flying Tippler pigeon is a highly nervous and in-bred bird, and we keep it under control throughout the training period through the amount of food we give it. Unless a Flying Tippler is hungry (yet fit) during it's period of training it cannot be taught to alight onto the loft when required, or least of all be taught to alight onto the loft in the dark. These birds are trained to fly at least ninety minutes after dark, and consequently we have to be very careful to not overfeed them, otherwise we may not get them into the loft until the next day, and this would mean that the long hours spent training had been wasted. (May I add a little here, that is to say that these methods of training are only my own, and I do appreciate that many fanciers have other most successful but different ways of training).

Referring to (your article) and mine in December issue, you must admit that it would be of no use, and certainly of no interest to Flying Tippler fanciers in general to give a technically worded definition or cure for pigeon ailments. I have met many fanciers in my line of sport, who like myself, have had only a very ordinary sort of education, and I am sure they will grasp what I have tried to put over in my article, as it is worded as briefly as possible, to make them look for what is needed. If I had endeavoured to use strange terms to them they would not have understood.

FOR EXAMPLE, I wrote that vitamin D is contained in sunlight. This means more to the ordinary fancier than if I had written more correctly that "THE SUBSTANCE IN FOODS WHICH BECOMES CONVERTED INTO VITAMIN D ON EXPOSURE TO ULTRA-VIOLET LIGHT IS ERGOSTEROL. All I intended in this case is to let the fancier know that if he provided his birds with the maximum amount of sunlight he would need a correspondingly smaller amount of "D" in the birds' diet.

I wrote that maize is generally associated with the spread of canker. Fanciers do not actually think that this grain causes the disease, but they do believe that the sharp points on the grain cuts the throat, and so the disease is transmitted. **You do admit in your letter to me that the causal agent is a virus which may be transmittable through cuts.**

My only mention of calcium, was that it is most important throughout the birds life. Do you disagree with this? You perhaps would not know that fanciers give their birds ample vitamin D, etc., but forget the calcium. Hence the mention of it.

I do not know of any fanciers (but of course there are many whom I do not know, who would understand the meaning of the terms in your letter to me, but what fanciers do want is a type of food which contains as many as possible of the vitamins and minerals essential to the birds well-being. Hormoform is claimed to be in this category.

I believe I have had birds with polyneuritis, when they appear to die in agony and loose all control. I have been advised that if given in time, brewers yeast will restore them.

Finally you will admit that there was a lot that was good in my December issue article, although I did not quite use the correct descriptive terms, and I will definitely endeavour to put the excellent information in your letter to practical use.

Yours truly, GORDON HUGHES.

6 South Drive, off Chain Lane, Mickleover, Derby.

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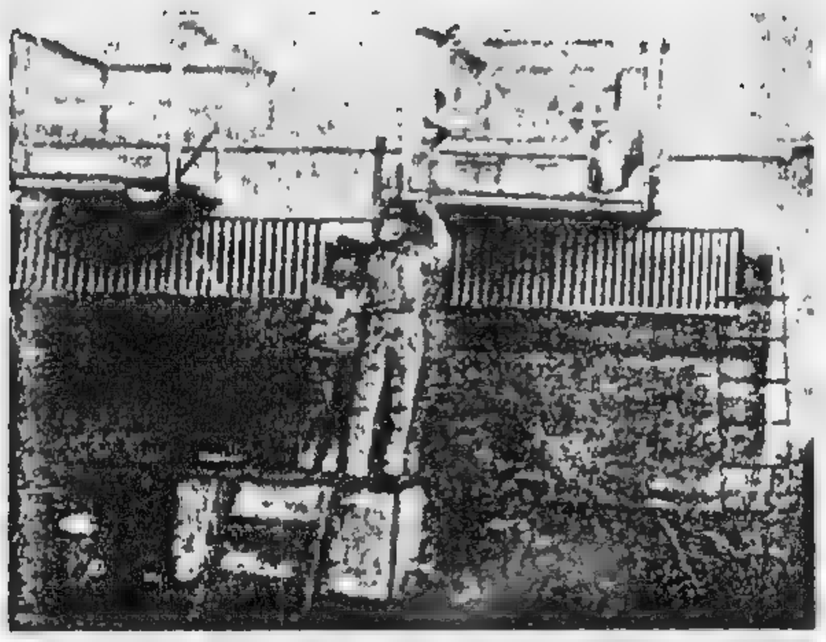

Brothers Paul and Mark Goodman, outside the Secretary's Lofts at Southmead, Bristol.

16.

NORWICH FLYING TIPPLER SOCIETY

The flying side of our society has been somewhat in the shadows for some time now but we did manage to schedule a programme which was to have started on June 22nd with either old or young birds. This did not occur as no members had either old birds trained or young birds ready at that time. However, we did aim for July 6th and entered four kits for the N.T.U. I will add here that in our club membership of 21 we only have six flying members. Returning to our fly of July 6th, out of the four entries, only two kits were liberated. Mr. Oliver Smith who, as a beginner to the sport, had been trying hard to fly went and lost his birds days beforehand. J. Rattledge who also entered did not liberate. Mr. Jeremy liberated an experienced kit which he had ben trying for weeks only to have one go missing over the one hour allowed. The last competitor and winner was Mr. Vic Hales with a time of 30 minutes, referee was J. Rattledge. Mr. Jermy's referee was Mr. Mo Lovett.

The next fly we had was on July 20th with three competitors liberating, these were Mr. R. Harvey, disqualified for having a pigeon missing — referee Mr. Melvyn Brooker, Mr. Billy Germy again liberated only to have a bird go down on roofs more than 75 yards, Referee Mr. Mo Lovett. The third competitor was J. Rattledge, 8 hrs. 10 mins, referee Mr. Colin Smith.

Our next competition is the N.T.U. Fly of August 3rd. I would like to remind readers that our club records stand as 16-03 for Old Birds and 14-21 for Young Birds. These, we in Norwich hope, will soon be extended.

Wishing fellow fanciers good luck and good flying.

JOHN RATTLEDGE, Secretary.

39 George Borrow Road, Norwich, NOR 40G.

SOUTHMEAD TIPPLER CLUB

LONG DAY COMPETITION

As secretary of S.T.C. I am very pleased to see a novice take 1st position. Well done Danny, keep it up. I was rather surprised because I was refereeing J. Cullen but unfortunately his birds pitched away at 18-7. After, J. Cullen had been giving novice D. Skuse advice, but as I have told novices, how can you call them that today in pigeon fancy, they have everything put in their laps for them. Hard luck to F. Packer coming second. Also to W. Parkins coming third. But also I must mention G. Horseman, flying five young birds in his competition time being 11-55. Well done Gorden. R. Smith (novice) who has, this last two years, been trying to do 10 hrs., who is improving all the time. He also works very hard for the Club, also entertainments committee. Well done Raymond. As for A. Bayley, he is going down the list (why I don't know). I myself am glad old bird flying is over, with the luck I have had. The worst since 1961 (work and flying) is beginning to disagree. Also I am getting fed up with the 31 stray pigeons on the roofs 10 yards from my loft. I would like to wish all clubs the best of luck for Young Bird Flying.

Long Day Results, S.T.C.

D. Skuse, 15 hrs. 36 mins.; F. Packer, 14-45; W. Parkins, 12-16; G. Horseman, 11-55; M. Murphy, 11-47; W. Hooper, 10-10; A. Brice 9-5; A. Bayley, 8-5; R. Collinborne 7-45 (N); A. Rutter, 7-15; R. Smith, 7-15 (N); D. Brace, 4-45.

Disqualified: D. Goodman, J. Cullen, M. Sawyers; B. Davis.

DAVID GOODMAN, Secretary.

12 Davenglass Crescent, Bristol, 9. Tel. 623616.

ULSTER FLYING TIPPLER CLUB

OLD BIRD CHAMPIONSHIP, SATURDAY, 21st JUNE, 1969

Mixed fortunes followed a long day's flying in the U.F.T.C. Old Bird Championship after the leading four kits had been on the wing over 15 hours. At this point the stage was set when we in the U.F.T.C. were hoping to impress a visiting English fancier, namely Fred Stranter, who was on holiday here with his wife and family.

But misfortune came first to Matt Reid when his kit split, leaving one bird to fly on his own before finally pitching at 15 hours 29 minutes, the other two being brought to the dropper shortly after. The remaining three kits struggled on bravely for 18 hours on a day when the wind, though almost savage at times, did not seem to hinder the birds except possibly make them fly lower than they would under calmer conditions. The odd showers during the day did not seem to harm them initially, but F. Adams' kits was first to suffer later under some heavy rain and dropped out of bounds with 18 hrs. 5 mins to their credit, after flying fairly low for most of the day but with nice style and using the wind to the limit: a fine day but disappointing finish for France. H. Shannon suffered the same misfortune ten minutes later when one of his kit pitched away from the loft when they seemed to have some flying left at 18 hrs. 15 mins

Now it was left to A. Bailie with his kit of hens which flew a treat all day to get his kit to the droppers, but with darkness coming fast this kit also dropped away from the loft — yet still within the limit — thus clinching a well deserved win.

Result:

A. Bailie, 18 hrs. 25 mins.; M. Reid, 15-29; W. Andrews, 9-55.

Footnote:

W. Andrews who also races from the same loft had some consolation when he timed a hen from Penzance to win his club's race by forty minutes!

UNITED WELSH F.T.S.

Whit Fly, 25th May, 1969:

1, C. H. Sillman (5 cocks) 17 hrs. 45 mins.; 2, J. H. Jones and Son (3 cocks) 17-33; 3, Jos Davies (3 hens) 17-25; 4, Em Davies (3 cocks) 17-17; 5, E. J. Thomas (6 hens) 17-15; 6, Isaac Bros. (3 cocks) 17-2; 7, G. Avo (4 cocks) 15-55; 8, A. H. Hurley (3 hens) 15-33; 9, T. Frost (3 cocks) 9-47.

No replies: J. A. Driscoll, G. Goss, J. Griffiths, G. Holloway, J. Howells, J. Lewis, Passmore, T. Sheppard and Son, R. Lewis.

"U.W." Shield — Sillman, Jones, J. Davies (52 hrs. 43 mins.).

"N.T.U." Shield—Sillman, Jones, J. Davies (52 hrs. 43 mins.)

N.T.U. W. Section — Sillman (17 hrs. 45 mins).

Long Day Fly, 22nd June, 1969:

J. Griffiths, 19 hrs. 8 mins.; G. Avo, T. Frost, 19-2; Em Davies, 18-5; J. H. Jones and Son, 18-11; Jno Lewis, 18-5; R. Evans, 18-0; Isaac Bros. 17-42; Jos. Davies, 17-40; Tom Sheppard and Son, 15-52; G. Goss, 10-40.

No Replies: G. Holloway, S. Passmore, C. H. Sillman, E. J. Thomas.

"N.T.U." 3rd — J. Griffiths (19 hrs. 8 mins.).

"N.T.U." W. Section—Tie, G. Avo, T. Frost (19 hrs. 2 mins.).

Hearty Congratulations Swansea! W. J. George (B'Hyd Club, W.N.F.S., N.T.U.) 19 hrs. 51 mins.

July Y.B. Fly, 6th July, 1969:

J. Hy Jones and Son, 10 hrs. 42 mins.; Chas H. Sillman, 9-39; E. Jno Thomas, 9-13; G. Avo, 8-55; Jno Howells, 8-50.

No replies. J. Davies, J. A. Driscoll, G. Goss, G. Holloway, Jno Lewis, S. Passmore, T. Sheppard and Son.

"N.T.U." W. Section— J. H. Jones and Son (10 hrs. 42 mins.).

"N.T.U." Tie 3rd — Beck and Lewis, Swansea 13 hrs. 6 mins. Purcell, Birmingham, 13 hrs. 6 mins.

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17.

WHAT KIND OF PIGEON FANCIER ARE YOU?

MANY things are said, in an attempt to describe the merits of certain pigeon fanciers. Dedicated, devoted, successful, but regarding the widespread hobby of flying pigeons for pleasure only, it is not at all easy to definie the merits of such fanciers.

Generally speaking such people have nothing in the way of trophies, cards, certificates and medals, therefore we can only testify on what we see when we observe their pigeons in flight, or in the loft.

In the first place every fancier who seriously strives to maintain a good team of pigeons will also make a real effort to house them in a good loft.

The best fanciers will have a certain standard of pride in appearance and do not keep their pigeons in a nasty objectional loft. Instead, they will have read about modern ideas, on ventilation, lice control, perches, water supply, corn supply, nest arrangements and a lot of other all important things.

A visitor of any knowledge, will recognise at once what kind of fancier he is visiting. A poor hovel of a loft, reeking from lack of hygiene, demanding an apology for anyore, simply cannot house good sound pigeons.

The loft must be a pleasant place to behold and a happy state of affairs must prevail inside it.

The next thing that indicates how good a fancier is, is the way he turns out his pigeons. Can all his pigeons be flown? Are a good proportion of them kept inside? Why are they kept inside? These are three questions that require a suitable answer.

It is not often that a visitor can expect to see pigeons flying at their very best.

Time of year, time of day, weather in general, wind in particular all have great bearing on flight.

Therefore when we are observing a courtesy flight we have to presume that what we are watching is a poor average show — unless the fancier tells us any different.

However, no matter how short a time they fly, how low they fly or how seldom they perform (if they are performers); no good fancier will have any defaulters to embarrass him.

All the pigeons should fly very capably and never look like defaulting to a strange house top.

Once such pigeons have dropped they should be easily controlled and made to enter the loft at will.

All good fanciers have control over their pigeons once they have dropped, they simply don't keep pigeons that are awkward for any length of time.

It never impresses me to see a great number of pigeons being kept, unless they are properly kept and flown regularly.

Only too often, the fancier with great numbers — exceeding about 40 pigeons, is falling down with his management.

I'd rather see a chap with 20 who flys his 20 every possible day.

I think far more of the chap who has only workers and can fly each and every one, in the confident knowledge that all will fly together, drop somewhere close to the loft and come to the loft when called. All these prisoners, birds of mystery, birds of apology, and sentiment, cut no ice with me.

Therefore, my friend, if you have a kit of flyers, all looking nice and clean in a pleasant loft.

If you care about your water and your corn and take action against lice and other pests, and if these pigeons are reliable little flyers that never let you down. Then you are a good fancier no matter what anyone says. In this case you have much to be proud of, because you are a very rare person indeed.

With this status, you must also behave like a gentleman, because all good pigeon men are also gentlemen.

JACK PRESCOTT.

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18.

MAN AND HIS PIGEONS

BEING not overburdened with brainpower, pigeons are not expected to develop a relationship with man that can be found between man and his dogs, his horses and other beasts of burden.

Nevertheless, pigeons are not completely stupid and some degree of communication with them is absolutely essential if we are going to achieve anything at all.

Most of us, probably when we were very young, have greatly admired some old fancier or other, who, by his great understanding, could do wonders with his pigeons.

Fundamentally it is a case of winning the confidence of every pigeon in the loft and keeping it.

From the earliest days when we take our first peep at our newly hatched squabs and when we slip a ring on their tiny legs, we must be very gentle indeed.

No proper communications can exist where pigeons are not able to perch up comfortably without being able to jab at each other, where they are bitten to distraction by mites and lice, and where the air is so stale that proper respiration is impossible.

Without genuine cleanliness and a modern outlook on feeding and disease/pest control, nothing oustanding in the way of communication with pigeons can be achieved.

By spending a good deal of time with the pigeons, moving among them, handling them occasionally, one

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soon becomes familiar with all the things that upset, frighten, excite, frustrate or fool the pigeons.

The loft, the loft top and grazing area must be an absolute sanctuary and nothing should be allowed to distress our pigeons here.

By keeping young ones rather on the hungry side for their first few flying exercises, we are well on the way to owning a well disciplined team of flyers.

Do not imagine that being too soft with pigeons and young pigeons in particular, will lead to anywhere, except perhaps "up the creek." Once discipline has been established, it is then purely a matter of gentle firmness.

At this stage a bond begins to take shape between a man and his pigeons. The sound of his voice can soothe them when some disturbing influence is present. They will sense his impatience, his anger, his persuasiveness and his affection.

Man's presence will inspire his pigeons to have greater confidence and make them behave better.

They will know when they are expected to fly and when they are expected to drop. Movement is watched by a flying team and they soon learn to know the signs.

They learn when a man takes up a certain position they are about to be called.

They learn that a certain container contains corn and a man carrying the container conveys an obvious message.

They take notice of a great many things, if anyone will make time to observe them.

I could quote dozens of examples — where pigeons knew various signs and sounds and made it very clear that they knew.

It is a known fact that a man will communicate better with his hens, whereas a woman will do better with the cocks. Any racing pigeon fancier — whose wife takes a very active part with his pigeons, will verify what I say.

With pigeons of five years old or more, we get really remarkable communication. These in turn help to communicate younger pigeons to their owner.

Older and more reliable pigeons will have a steadying influence over the lesser experienced ones.

Of course, we do breed a few that are really uncommunicative and these must be removed.

By retaining only those that adopt to our own particular personality, it is not very long before a man and his pigeons have much in common.

— JACK PRESCOTT.

ON NIGHTS TODAY

In dead silence the clock rings out
That's what Tippler flying is all about
You must not turn over or riggle about
Just jump straight up and get right out
In the distance, I think I can hear
Yes, the referree's footsteps, getting near.
"Morning Fred, morning Joe
You're on a good wind as we all know."
So down to the loft we gingerly tread
Our footsteps upheards as there's people in bed
Now into the trap three Tipplers appear
Two Duns and a Silver I reared last year
It's 4 a.m. with an uphill wind
As these three birds silently spring
Backwards and forwards they rake over our land
Climbing high into circles they almost stand
These gallant birds released at dawn
Fly right the way through until darkness falls
A bunch of feathers no bigger than a ball
Is the little Tippler to thrill us all
Inspite of the weather dull or bright
He is there to be found, day or by night
He is better now than years ago
Although then, he was good you know
Thanks to the breeders he's king of the sky
With those twenty hours that he did fly
Now we are all wondering (oh my, oh my)
Will it be beaten by you or I.

C. PRITCHARD.
Birmingham Tippler Club

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19.

FLYING TIPPLER TOPICS

I HAVE been asked by a reader of this journal to give briefly what in my opinion Tipplers should be fed upon during the period when they are breeding. I do not give any regular fixed feed, as I find that when youngsters are being fed, the parents seem to tire of being offered the same food all the time. The main bulk of the feed must be Maple peas, a few tares and tic beans may also be given. I mix a little wheat with the peas but not too much. Then I also give my birds about a sixth of the feed made up of a mixture of Hormoform, linseed and hemp. They will always eat hemp, and when they become listless and apparently fed up with the sight of corn and feeding youngsters, a handful of hemp will bring them down to the hopper. Then if they appear not to be filling the crops of the youngsters a handful of seed thrown into the hopper will also tempt them. I give oyster shell grit all the time, and no other type of grit that contains too much salt, as most of them do. I give fresh water as often as possible, the maximum fresh air, and feed in a hopper, not throwing the food all over the floor. If one wants to take precautions against the birds getting coccidiosis, a few small turkey feed pellets may be mixed amongst the feed. Of course if you retain two inches of river sand covering the whole of the loft floor, and sprinkle a little lime over the surface of the sand, the droppings will then dehydrate, and may be raked off when cleaning out, and so cut down the risk of this disease to the minimum. I very rarely give my birds maize when breeding.

I have also been asked by what method I train my birds to fly in the dark. Well in the first place before attempting to do this I must look some time ahead, and make sure that my youngsters are fully trained to do their job in the daylight, as when they are earmarked for dark flying as yearlings, then if they have made either no mistakes, or the minimum number of mistakes as youngsters, then this is something towards their training in the dark. I start off at the end of February or even well into March, according to the weather, with a kit of yearlings such as I have just mentioned. Whilst still keeping them very fit, I adjust their food in order to make them very sharpe and looking for food. I then liberate them one at a time as early in the day as possible, in order to get them down well before dark. I do this for some days until the kit can be turned out as a kit, and fly for a reasonable time. I then adjust the food and make the birds sharper still, whilst watching them very carefully in order to keep up their fitness. After this has been done, I again commence to liberate the kit one hour or less before dark. The birds will alight during daylight, but close to dark. I then leave them to stay upon the loft top, placing the lights on at dusk, and leave them there, with the droppers for at least one hour into the dark. During this period I remain with the birds all the time in order to ensure that they are not disturbed by cats. Every endeavour must be made during this period to try to get the birds to move around the loft, and flutter up and down, to get them used to alighting upon the loft in the dark. The easiest way to do this is to have a small loft apart from the main one, and entice them to fly from one loft, and backwards and forwards, by offering them a grain or two of barley. Of course a separate light must be fixed on the small loft. I use two 100 watt bulbs on the main loft suspended about three feet above the roof, with shades to guide the light downwards. A 60 watt bulb is ample for the small loft. The birds

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must not be frightened at any time, and you must endeavour to gain their confidence, and teach them to know you and the loft surroundings by dark as they would in the daylight.

When you have done this as I have mentioned for each evening for at least a week, the kit can be turned out at dusk, they should be then left for no more than a few minutes, before the lights are turned on, and the droppers released. They should then be attracted back down to the loft as soon as possible. If the birds are not really hungry and sharp at this stage, they may decide to stay out until daylight of the next day and consequently be of no further use for dark flying. If one is successful at attracting the birds down onto the loft at the first attempt, then a little more food should be given, and gradually the birds will fly longer in the dark, and come down obediently when the lights are put on, and droppers released. In the first few weeks of dark flying the patience and care of the fancier will make or break, both himself and the birds. The kit will usually not alight back onto the loft in the dark until they have split away from one another, and they may fly for hours on their own in the dark. This will test the endurance of the fancier, and if he wants to be successful, he must wait for his birds, at the same time keeping his droppers moving. This may entail waiting for up to three hours for an extra-fit bird to come. The weather may be very cold, very wet, or to some other extreme, but it is no use leaving a bird out all night, because once it has done this, it is more than likely to do it again.

The first competition of the year is over, and I was rather dismayed when Ernie Loach informed me that over twenty members failed to get their birds. After considering this matter, I do really believe that we should alter the flying rules to allow two hours to get the kit after splitting in the dark. This would not affect any other dark flying rule, and the birds would still have to be down within one hour from when the time was taken. I suppose many fanciers will be disappointed during the coming season, having flown a splendid kit well into the dark, perhaps then with the third bird of the kit alighting just over one hour after the time the kit was adjudged to have split. Consequently then having recorded a marvellous time, only to be disqualified. The only fault of the kit being that they were perfectly fit and that they wished to fly a little longer than the time allowed by our out-of-date rule.

GORDON HUGHES.

6 South Drive, off Chain Lane, Mickleover, Derby.

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[beginning of article missing]

20.

competition in daylight. If split kit is an indication that the pigeons have given their all, then many kits have gone beyond the call of duty and their all.

Of course after 18 hours or more a kit will be tired and splitting could be a sign that they will not go much longer. However, it has not been unknown for a kit to fly in a split condition for over 14 hours here in Cardiff. I wonder if any fancier can advise us if a kit that has split at 18 hours or more has gone on for a couple more hours? The amended rule regarding releasing the birds 30 minutes after official release time with the sanction of the referee has caused a thought shared by a few that this could lead to a bit of gamesmanship.

Say, for example, it was belting down with rain or it was a heavy mist at time of release and only one of the competitor's referees had agreed to delay the release. Those competitors who released their birds could be at a disadvantage. Whilst their birds could either drop or battle on at a distinct disadvantage. Of course there are other ways of looking at it. Competitors doing really big times will say: "It's better to fly the first 30 minutes in darkness or bad weather than to do the same in the last 30 minutes." Food for thought, I think?

The winter has seen a reduction in the members of the club due to a number of reasons. One can only hope that it is not because of the old saying: "Tippler flying separates the men from the boys." I would like to see many more members for our cuub, but we who are left are determined to carry on to keep the tippler sport going in Cardiff.

At our AGM, Mr. Tom Lloyd asked to be replaced as secretary due to having many private commitments. New club officials were elected. Our secretary is now Mr. Ken Davies, 25 Courtis Road, Ely, Cardiff. O[illegible]er is Mr. Sid Trembarth and I was as[illegible]over as chairman when Mr. Arthur [illegible]id he would be unable to fulfil t[illegible]

Our Easter fly c[illegible]he 25th April, due to shortage [illegible]t as referees, caused much disc[illegible]petitors being so far apart, we c[illegible]ee each other's birds. All agreed that [illegible]essential that our flys should be properly refereed. Accordingly, a week before the fly, there being only three possible competitors, it was agreed I would fly on Saturday, 24th April, refereed by Tom Lloyd, and Tom Lloyd would fly Sunday, refereed by myself. Later we learned on the Thursday that Ken Davies would not be flying, so we carried on as arranged. The results of our fly are as follows: 1 Tom Lewis, three hens, 15 hrs. 3 mins.; 2 Tom Lloyd, three cocks, 13 hrs. 34 mins. Other members did not turn out kits.

After Tom's fly on the Sunday we held our fortnightly meeting. We all decided to try our hardest to get sufficient referees so that all competitors could fly the same day. Anyone who has taken part in two days tippler competition immediately following each other need not be told that both Tom and I were shattered. Though we were both tired after the fly, we both agreed that we had enjoyed ourselves immensely. We kidded each other that it was good training for when we are able to get tipplers to fly nearly 29 hours

We hope what we have said will be of interest to other tippler fanciers and hope all fanciers have good flying and breeding through the coming season.

TOM LEWIS

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FLYING TIPPLER TOPICS

AS we of the Cardiff Tippler Club had not got a club fly organised for the 6th June, I thought it would be a good idea to go over to Swansea to see how the N.T.U. Fly was going there. I picked up Tom Lloyd from Canton, Cardiff, and then went along to Ely (which once boasted a horse racing course) to see if Ken Davies would come. Ken declined as he has not been feeling too grand for some time.

We got over to Swansea about 4.15 p.m. and the first place we stopped was just outside Jos Davies' house. Looking across to our right we could see Jos with a couple of other fanciers, Paul Rees, Guidon Avo and Harry Jones looking up at the birds still flying in the area. Guidon was down but was refereeing Jos. Jos' birds were still going as were Harry's. Whilst Jos's kit was flying low in a very slow style, Harry's birds were way up and flying great. After about an hour chatting about Tipplers and Tippler fliers we noticed Jos's birds seemingly about to drop. However, they didn't. They just plodded on. Later we were joined by John Richards and friend. John was his usual leg pulling self. Watching Jos's birds flying, I could not help but think to myself that some Tippler fliers I know would have benefitted by watching the birds fly. I know that if their birds had been flying like Jos's, they'd have lost their nerve and would have had the droppers out. You have to see birds flying like that to appreciate how much you can be mistaken by Tipplers and their style of flying. You've really got to know your birds.

Inevitably, dark rule was mentioned and those in the conversation seemed to agree that the split kit rule would not be really necessary to apply, provided the birds could be seen to be flying even though some distance apart. Only if one could see the odd bird dashing seemingly aimlessly about and obviously distressed giving indication that all was not well, would it be really necessary to have the split rule applied.

Leaving Jos and the company, we went to our usual port of call up Penlan to Terry Frost's.

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Terry was not flying but we were given the usual warm welcome by both Terry, his wife Audrey and his father Sid. In fact, Swansea fanciers always accord one a warm genuine welcome. Naturally we had a look at the birds and Terry asked me to take back to Cardiff the pair of Mac type Tipplers and the two youngsters they had bred, as he had no room. Tom Lloyd said he would keep them and now I have given Tom another young Mac type Tippler to make up a kit. Both Tom and I are very partial to these small neat little pigeons, We hope to keep them and also fly them in competition with the hope that we can fly the little birds as youngsters so as to get the same times as flown by the great Joe Hall with these type pigeons.

After tea, we went back down to Jos's place to have another natter. Of course the subject was Tipplers and the topic got around to the business of good positions, from which one could fly Tipplers good times. A rather amusing story was told about a fancier that was known to have an exceptional good place but who was rather loathe to admit it. I shall call him Dillyman. I do not know why a fancier should be loathe to admit he's got a good place because after all one has also to have the birds trained right and fit to be able to make use of the position. Anyhow, the story goes that Dillyman's wife was was going to bake a cake and found she had run out of hen's eggs. She asked Dillyman to go down his lofts to see if he had some Tippler's eggs she could use. Dillyman not wishing to argue at the loss of a number of what might be possible good Tipplers went down the shed and brought back six pigeon's eggs. Mrs. Dillyman saying that would do fine as three pigeons eggs equal two hens eggs in food value, made the cake which turned out to be a smasher. She put it out her back garden to cool in the breeze. A sudden gust lifted the cake up out of the tin and both Dillyman and his wife watched it go up and up and finally reached a height where it remained steady neither going up or coming down. After an anxious wait of 19 hours the only way Dillyman could get his cake down to put out the droppers. I curled up with laughter. This is always a lot of joking regarding position. A couple of fanciers from Swansea, Billy George and Terry Frost were watching my youngsters fly last year. They said I had a good place to fly. However, when Billy said to Terry, "Chuck up that rain barrel to see how it will go," I knew my leg was being pulled

From Jos we then went on over to Billy George's place. We always seem to get to Billy's late at night. I took Billy a little Mac type Blue cock I had promised. We were made very welcome as usual and we were soon in Billy's loft looking at his birds. They were all in the good condition to be expected from such a fancier. Billy also keeps Exhibition type Prints. These always look in great condition. However, I must admit that I'd prefer the Mac type Tippler which is a much smaller bird.

After a cup of tea, we returned back to Terry's house to pick up the little Mac type Tipplers to return home. It was now 12 p.m. and I was not feeling well as I had the makings of the flu. However I had as is usual enjoyed myself with the Swansea fanciers. We had not gone many places there. To go around all the Flying Tippler fanciers in Swansea to see all the birds you'd need to take a month's holiday and then you'd miss some.

Swansea has always been a great town (and now city) for Tippler flying. There are many great fanciers there who have kept birds all their life. You can see some of the nicest lofts there are. One such loft is that belonging to Jack Griffiths (Skipper). I can honestly say that one would have to have a very neat clean loft to excel over Skipper's. Hell, they say that if he has a feather on the floor, he thinks his loft is dirty.

Arthur Davies who was Secretary of United Welsh for so long and now retired, certainly helped keep Swansea Tipplers in "Pigeons and Pigeon World" even though one may say that he never flew Tipplers great times. There is no need to mention that Jos Davies and others have put up some good flying times with Tipplers. Swansea is really a city of many Tippler clubs. United Welsh and Welsh National being a couple out of quite a number. There are Townhill, Penlan, Bonymaen, Chase and a number of others. We have no governing Tippler body in Wales. All clubs belong to the N.T.U. and Jos Davies is the ring steward

I hope that these notes will prove interesting to Tippler and other fanciers and I wish all in the fancy all they wish for themselves.

TOM LEWIS

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Pigeons and Pigeon World

Editor: E. H. Whitehead.

Editorial — August, 1971

Generally speaking, August is a quiet month for our hobby, as most of the Adult birds are in the thick of the moult, and getting themselves back into condition after the breeding season, and some of the earlier young birds are completing their moult.

There are still a number of Agricultural Shows to be held, and I hope they will continue to be well supported, but I expected most of us are looking forward to the Classic Show Season which will soon be upon us, and in this connection I would remind you that the entries for the Royal Dairy Show, which is to be held at Alexandra Palace again, will close before the next issue is published.

Our "Special Offers" this month include Arabian Laughers, Birmingham Rollers, Brunettes, Danzig Highfliers, Fantails, Flying Tipplers, Horseman, L.F. Tumblers, Muffed Tumblers, Old Dutch Capuchines, Parlour Tumblers, Ribbontail Tumblers, Russian Kalauger, Show Racers, and West of England Tumblers.

E. H. WHITEHEAD.

Front Cover Illustration — August, 1971

Our Front Cover this month illustrates two Red Jacobins, bred and exhibited by Mr. Paul S. Muhlmann, now of R.R.3, Komoko, Ontario Highway 22, Canada. These birds were awarded three Gold Medals at Blumenau, Brazil in July 1970.

CONGRATULATIONS

HEARTY CONGRATULATIONS — Llansamlet (Swansea) Flying Tippler Club have the unique honour of the **World Record** for **Old Birds** as well as **Young Birds** having been flown by pigeons owned by R. Burrows and E. George respectively.

A. DAVIES.

CONGRATULATIONS TO RAYMOND BURROWS FROM ALL SWANSEA

As the word spread around Swansea that Raymond Burrows' kit had flown 20 hrs. 2 mins., there was great joy among the Tippler men, came Thursday and confirmation from Secretary Loach that Raymond was the new world record holder, our joy was complete. At long last the senior record had come to Swansea. Thus with his club-mate Terry George's Young Bird Record 17 hrs. 50 mins., Swansea possesses both World Records. Well done Raymond, well done Terry.

I asked Raymond if he would like to give me his version of the Long Day Fly for "Pigeons and Pigeon World" as all fanciers would like to know how he saw the fly. Raymond was not very eager to do this, but eventually agreed. The following is the result of this request.

"I would like to thank all my well wishers for their congratulations etc. During the ten years I have been in the sport, I have had many friends who have aided me in every way they could. To all these I am grateful. Also my wife has played her part, by helping me to get the odd bird in or some such thing when I have been at work.

"The kit was put up into a very dark morning, it was raining, and a strong S.W. wind. They were in great shape and well experienced. A Blue Badge and a Blue, both 1967 birds and a Grey 1968, all cocks

"They flew really well all day, giving me no cause for anxiety at all. About 8 o'clock in the evening with a good west wind under them I thought I may do a good one. At nineteen hours they were going so well, the conditions were ideal with plenty of lift in the wind. I decided to have a go for the record, or bust in the attempt. 11.12 p.m., the kit were split and I was put on the hour. The next 50 mins proved to be a very, very long time, for me as well as my birds. I had a few awful moments perhaps the worst being at midnight when the Blue Badge faltered just above the roof, but went on. I had pitted my faith in my birds and just had to stick it out for the vital two minutes. The lights were put on, and droppers out. The kit were down in under four minutes and I felt wonderful. Both the Blue Badge and Grey looked good but the Blue showed he had had a long fly.

"To what do I attribute my success? I fly from a good spot. I can honestly say that for nine months of the year I am really dedicated to my birds, their training, and well being. I work awkward hours as a tug boatman out of Swansea Docks. Apart from my work I am always to be found with my pigeons.

"I like cocks, I only fly cocks. I like my birds to fly in plenty of daylight during their training. An hour, to an hour and a half in the dark I consider to be ample. A well trained kit, I am usually able to drop in ten minutes.

"Young birds, I like them to do plenty of flying before I consider them worth putting away for next year. The Blue, and Blue Badge were in the kit I flew 17 hrs 32 min. July Y.B. to take 3rd N.T.U. and 3rd Club, knocking 2 mins. off Y.B. record. I also think the ideal age to fly a kit of young birds is about 15-16 weeks."

To all fanciers everywhere I wish successful flying. Raymond's address is 51 Caernavon Way, Winch Wen, Swansea.

T. SHEPPARD.

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23.

VENTILATION AND ENVIRONMENT

IT is very easy to get the wrong idea when reading some modern and professional articles about pigeons and loft ventilation.

A few years ago a campaign was launched against overcrowding and bad ventilation. The theory being that pigeons were feathered well enough to be able to endure cold without being afforded too much protection from our dreadful British weather.

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It was argued that pigeons in their wild state did very well in windswept caves in cliffs near the sea.

The idea of four wall ventilation for pigeon lofts gave rise to an interpretation that a cage-like building through which the wind could sweep was a mighty fine environment for pigeons.

I do not believe this is a correct interpretation at all — so far as Britain is concerned.

I believe that it is most important that pigeons can avoid the wind when perching or choosing a nesting site. Even in their cliff dwellings they find places that are screened from the direct blast of the wind and will seek cover from the rain.

It is even more important that a pigeon loft is kept dry — so that excessive or bady designed ventilation which admits the rain, is not tolerated.

I agree that a passage of air should flow at ceiling level in order to maintain fresh air.

The free passage of air has other functions too. It allows much harmful dust and gas to escape. Damp air, especially in late Autumn and all of Winter, will cause any loft to become damp.

Four wall ventilation will help to dry the loft out quicker when a dry spell comes along.

A badly ventilated loft could very well remain very damp from late Autumn to May.

I believe there are a few things to bear in mind when designing loft ventilation:

The four wall ventilation should be moderated to give just the required free overhead passage of air. All ventilators should be over-slung to prevent rain from driving in on a strong wind, thereby causing the loft to be awash.

Perches and nest boxes must be provided so that wind does not hit the pigeons or squabs.

The flow of air should be well over the heads of the highest perched pigeons.

I know that when mist prevails — a well ventilated loft becomes damp. In Britain — I'm afraid this is unavoidable — but it is remarkable how quickly a well ventilated loft dries out when a drier wind comes along.

Cliff dwelling pigeons manage to keep remarkably dry and free from disease.

Another thing to bear in mind is that when too much of the "open cage" idea is used — the pigeons get very little peace.

Everything that moves is noticed by the pigeons. They are far better if they cannot see too much of what goes on outside the loft.

They are better off not being able to see cats parading to and fro, children playing with balls, etc., lines of washing or any other disturbing things.

Cliff pigeons prefer a lonely environment where they are left unmolested to rest in peace.

Domestic pigeons that are allowed to rest in peace in their own loft without being continually pestered or alarmed will come out for exercise in a far better frame of mind to enjoy a fly.

Unless they come out in a frame of mind to enjoy a fly they will not aspire to any good style of flight or performance.

If pigeons persistantly fail to fly with zeal — it's a fair bet that their loft environment is wrong.

It could be either over-ventilation or over exposure or it could be poor ventilation.

Diet! — Well! — I've seen pigeons fly with

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zeal on bread and water. I've seen Cliff pigeons fly with zeal — but they know how to choose their perches in any kind of weather.

JACK PRESCOTT.

•

THE EXHIBITION TIPPLER AND THE FLYING TIPPLER

"WITH some fanciers, the cry is for a standard, but this is only possible in a manufactured bird, although I must admit that before long the fancy will have to accept a breed known as THE EXHIBITION FLYING TIPPLER." These are the words of Mr. Job Ofield in his book "The Flying Tippler" published in 1932, nearly fifty years ago. Mr. Ofield then goes on to describe what crosses had been made to obtain the birds, i.e., the L.F. Tumbler, The English Owl, etc.

Heinz H. Kaupschafer reporting his experiences in the American Pigeon Journal in February 1971 wrote of his visit to Amsterdam and says that a grizzle cock (Grey, Print or Mottle ? ? ?) was winner of the Flying Tippler Breed class. The judge had written on the card, "An excellent bird must fly for hours." Heinz later visited the owner of the bird and discovered it was a cross between a real flying Tippler, a Engelsman (An Amsterdam Breed) and a Berlin Short Faced Tumbler. It had never flown outside the shed.

Whilst at the Burry Port show two years ago I was around the Flying Tippler classes show pens. I had entered two birds in the classes, a Red Print cock in the Print and Mottle class and a Grey cock in the A.O.C. A few friends from Swansea, amongst them W. J. George (Billy), his brother Terry and Dicky Dennis were there. All three gentlemen are very good competition Tippler fliers. They asked if I had any birds entered. On seeing the Tipplers they commented that I had put flying birds in amongst the show birds. The Red Print cock got nowhere. The Grey cock which in fact was a cross between a Blue Badge Roller cock and a Grey hen of the Mac type (small) had got a reserve. I had no qualms about showing him as a Tippler as he flew 11.16 hours for me in my first competition fly with two other Tipplers. Last year at the same show, there were quite a number of competition Tippler fliers who had entered competition Tipplers in the Flying Tippler classes. They found their birds in amongst Prints and Mottles (huge birds by Mac type Tippler standard) that had obviously been bred for purely show purposes. Let me make it clear that I'm not getting at the Burry Port Show organisers who are very good fanciers and deserve all support in keeping up the only fancy pigeon show of any size held in South Wales. This anomaly of pigeons bred purely for show purposes shown in classes as Flying Tipplers occurs at every show in the whole of our nation. At Harrogate, most of the Tipplers on show are mainly those bred purely for show.

At the last N.T.U. Show managed very ably by that fine fancier Mr. Arthur Newton, we had a ridiculous situation crop up. The best of the show birds (a Print cock) was put up for best in show against a Silver/Dun hen from the certified flown classes for best in show. The judges in each case backed their birds and they could not agree. An independent judge (Mr. Field) was called in and gave the decision to the Silver/Dun hen. Fanciers near at hand were later amazed to find that the Silver/Dun hen was now to be judged against the best hen from the show bird classes for the best Tippler hen in show. Needless to say, this situation was quickly corrected, when it was pointed out that the best in show could not possibly be second best hen in show. However, I'm sure this misunderstanding would not have arisen if there had not been the present anomaly about what is a Flying Tippler. May I say that none of the above ridiculous occurences were caused by Mr. Newton.

Frequently I have been told of fanciers new to Tippler pigeons have purchased what was called Flying Tipplers discover that the birds they purchased were no good for the purpose of flying. They had through the anomaly under discussion obtained birds that had in fact been bred purely for show purposes. Needless to say, they were soon put right regarding Tipplers that fly and those that don't when they looked further into the subject.

Now the purpose of this article is not to belittle or decry the efforts of fanciers who keep those Tipplers that are bred purely for show purposes. Many Tippler men keep both those for show and those for competition and flying. However, they are different pigeons and it is surely time that Tipplers bred purely for show and those bred for flying were clearly distinguished in separate classes at shows. Birds bred purely for exhibition at shows should be called EXHIBITION TIPPLERS. They cannot be called SHOW TIPPLERS as that title belongs to a rather much smaller bird that in my mind is nearer to the size of the real Tippler (THE MAC TYPE) than those now shown as Exhibition or Flying Tipplers (Prints and Mottles). The show Tipplers have a standard. Why on earth those big Prints and Mottles shown as Flying birds don't I find hard to know. Since they have been bred purely for show for well over fifty years, I cannot see why they should not have a standard.

At this stage no doubt readers familiar with Tipplers will be saying to themselves that it is not easy to distinguish birds bred purely for show from some of the birds that have also been bred to fly. I agree that this will apply occassionally with a Print or Mottle but often with the A.O.C. birds. I know I would not challenge a fancier like Jos Davies that I could tell his birds bred purely for show from those that could fly. I know there would be the odd Print or Mottle or A.O.C. bird that could fly. However, those bred purely for show are as a rule distinguishable from those bred to fly very much as the show racer is distinguishable from the actual race bird.

To describe the actual Flying Tippler is a very difficult task. They are as varied in size as lumps of coal. Some could be taken for smallish racing pigeons with long beaks and fair size wattle. A large number could be put in a Roller or Tumbler shed and you'd never know the difference. There are smallish Blues such as the kit of hens belonging to Mr. Gordon Hughes and illustrated on the front cover of "Pigeons and Pigeon World" a few years ago. There are the smallish birds such as the Light Print bred by Tom Beechinore that is bred down from crosses of Joe Hall's Macs, Loncoln Crazies, with a touch of Browns and other blood, as illustrated on the front cover of "Pigeons and Pigeon World" for August 1970. This bird was sent to friend Heinz Kaupschafer as a gift from Ollie Pearce of Cardiff, with its

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mate. There are Badges, Baldheads and Oddsides etc. as flown by many fanciers. See the three Badges flown by Mr. F. Tranter of Bristol and illustrated in "Pigeons and Pigeon World" front cover August 1967. There are the Reds of Mr. Carnew of Bristol, the Whites with bull eyes of Mr. Colin Bateman. The only common thing I've found in real Flying Tipplers are that they all have pearl eyes. The Whites, Badges, etc. with bull eyes have pearl eyes, which are masked by the condition causing the White colour. Birds bred from these pigeons either have bull or pearl eyes depending on the degree of White in the bird.

The Tipplers bred purely for show purposes are usually Prints or Mottles or solid colours such as Greys, Blues and their dilutes. Dun Prints and Mottles are usually shown in some areas as A.O.C. These birds are usually large in comparison with a real Mac type Tippler. A Mac type is around 6 to 9 ozs. in weight. Some are even smaller. I've a hen that weighs only 5½ ozs. at time for fly. She flew 11 hours 10 minutes in a kit of youngsters as a baby witnessed by my friend and competitor Tom Lloyd. They were dropped to droppers at the time and in fact she was the last to come. 11 hours 10 minutes were done when the dropper was put out. She'd look a midget beside the present day Tippler bred purely for show purposes. The Tippler bred purely for show purposes is as a rule in much better feather condition than an actual flier. All feathers should be absolutely perfect. A fret mark or sign of retarding in feather growth that could possibly occur in a flier is or should not be in evidence in such birds. As a rule they look like very large size Mac type Tipplers.

To the whole of the Tippler fancy I would ask. Surely it's time that we put the anomaly regarding Flying Tipplers right. Let's have both flying and exhibition birds. However, let's make sure that a flying pigeon that does fly does not have to compete in shows against birds that obviously have an unfair advantage.

T. LEWIS.

24.

BRISTOL AND DISTRICT TIPPLER AND TUMBLER FLYING SOCIETY

AUGUST 1st Y.B.

Twenty three "kits" competed on August 1st and the day started well with a very fine and light liberation. During the morning strong winds seemed to be bearing down on the birds backs and most kits were kept down low. Round about the 12½ hr. mark a torrential downpour spread across Bristol and this finished off the kits still flying. Congratulations to Roy Box for winning with a very good time of 13-17. Roy's kit was forced on to the roof during the downpour but fortunately, they were in bounds. Jimmy Anstey's kit suffered the same fate but they got second place. Third place goes to Geoff Davis with 12-45. Fourth position goes to Bob Mills, 12-40, our Novice Cup winner. These four kits were the only birds in the air at the time of the downpour so it was a pity as they were "on a long one." On the day eleven kits broke ten hours so this was fair flying overall.

Results

R. Box, 13 hrs. 17 mins; J. Anstey 12-50; G. Davies 12-45; B. Mills (N) 12-40; T. Little 12-17; S. Bartholomew 12-5; G. Williams and Son 11-55; T. Gillard 11-45; J. Davies 11-38; J. Britton (N) 10-38; J. Packer (N) 10-25; A. Slade and Son 9-2; R. Harris 8-28; J. Phillips 7-40; S. Hathaway 7-20; B. Randall 3-15; B. Rose 2-23; M. Wherrett 1-47. Disqualified: E. Davies, A. Jones, R. Newman, C. Bateman did not liberate.

Just one more fly left now so we are all hoping for a perfect day for the 29th.

I would like to take this opportunity on behalf of Bristol and District of welcoming all our N.T.U. fellow members and friends to Bristol on September 25th for the N.T.U. A.G.M. The meeting will be held in the Bristol Tramway Social Club, Clarence Road, Bristol 5. This is the same venue as last year. I would also like to remind anyone that is interested that there is a socia being held afterwards and you can get details from Bristol club members after the A.G.M. Congratulations to all N.T.U. winners. And soecial congratulations to Mr. Burrows from all at Bristol and District for his wonderful world record set up on Long Day.

T. LITTLE, P.R.O.
30 Ripon Road, St. Annes, Bristol, 4.

CARDIFF FLYING TIPPLER CLUB

The long day fly saw three competitors in our club. The 4 a.m. release was not as good as one would have hoped. It was very dark, though there was the advantage of their being some wind about. Due to the tall trees at the back of my loft, I though it best to toss my birds up by hand, so they'd have a start to clear the trees. In my haste to get the three birds up almost simultaneously, I tossed one against a rather high washing line and a shower of breast feathers dropped to the ground. However, the birds got together and when they'd risen about 100 feet they were out of sight because of the dark. After half an hour, it became lighter and I could see the three birds well up flying nicely. There was a good wind blowing. In fact the day was so good that I felt there was a good chance for records to go. However, no Cardiff records were broken and the final results of our fly were:—1, Ken Davies (3 cocks) 16 hrs. 23 mins.; 2, Tom Lewis (3 cocks) 15-52; 3, Tom Lloyd (5 cocks) 11-37.

I might add here that Tom Lloyd's five cocks consisted of all last year's late breds, four of them still carrying between two and five baby flight feathers. A real rag, tag and bobtail kit that flew well under the circumstances. When N.T.U. results were published we could see that the old birds world record held by Mr. Lovatt had been broken and that it is now here in Wales at Swansea for the first time. This means that both young birds and old birds world records are held in Swansea, Wales. It sure looks as if Swansea has taken over the former glory that was held by Sheffield. Cymru am Byth.

Our July young bird fly, that was also a friendly fly against the German Tippler Union turned out rather disappointingly. The weather was dry, but there was lots of haze and high mist that made it extremely difficult to spot high flying and pigeons on the rake. I was disqualified as my birds could not be seen after raking away during the first two hours. When they came to sight I left them to fly on until they dropped after flying 11 hours 15 minutes. Ken Davies was disqualified when his birds could not be seen during the hour after they had flown over 10 hours. Tom Lloyd was disqualified when one of his youngsters pitched out of bounds after flying over 10 hours. Our final result was: 1, Sid Trembarth (N) 6 hrs. 23 mins. Others disqualified.

Congratulations Sid. Let's hope next fly you'll do even better and get your name on the Novice passing out cup.

The 1st August saw only two members of our club actually flying. Both Ken Davies and Sid Trembarth's kits had gone dodgy and they did not have other youngsters ready to take their place. My own kit of fresh youngsters had given me the same old trouble of being too long away on the rake after initially being left out. Each training flight they would be away over the first two hours and they just could not be seen. Of course the weather was not conducive to being able to spot high flying pigeons. I find I can spot high fliers better when there are high clouds than when there is a clear or hazy blue sky. I flew them a lot and altered their feeding to see if I could get them to remain in the area and sight. On the last training flight I discovered that one reason I could not see them was because I'd not looked in the right place. I'd been looking to the distance only. In fact my birds had not only been raking away, they'd also been "clouding." I noticed them against a high white cloud, like three minute fly specks. Tom Lloyd had also a deal of trouble. He was flying three Mac types with two of what are locally called Hall's types. These are similar to Mac types in style but are rather larger. Tom has great trouble settling youngsters due to the many 'open hole' racing lofts surrounding him as well as the local "Street walkers" (feral pigeons). Two streets away there is a fellow keeping about 15 White cross bred pigeons that also have the open hole, but they are so neglected that they roam the streets. These are lures to the youngsters who think they are droppers. Because of these difficulties Tom had been over-cautious with the Mac type birds. He had kept them a bit on the low side too long and also got them too used to staying on the loft because as soon as they'd attempt to take up, he'd call them down and throw grains of corn to them and the droppers. They'd not take off. The only way he got them to go was to carry them some distance from the loft and release them. He also had to give them a bit of the good 'stuff.' After four or five tosses, they discovered they could fly and up they went out of sight and stayed up over 1½ hours. They were finally spotted and lured back down with much use of the droppers. There are many fanciers who would not have had Tom's patience getting this kit flying. Still the saying goes, "The more you put in, the more you get out."

On the fly day both Tom and I turned out our kits at 5.15 a.m., it being quite light. I was pleased to see that my birds could be seen within the times stated in the rules. After flying 9½ hours in what I call my down wind, I noticed my kit always returning to circle around the woods not far from my home. I walked over the fields to the woods and found it contained many wild doves and wood pigeons. Their constant fluttering about attracted my youngsters. I could see that my youngsters would not go much longer, so when they'd flown 10 hours 23 minutes I put out the droppers so as to avoid a possible pitch away out of bounds. Youngsters are not reliable. Having got my birds in, I went over to Canton to see Tom Lloyd's kit of five battling on. I was there only a short time before a light rain came on. The birds had just gone over the loft area low, when a sudden cloudburst occurred. The heavy rain washed the five little pigeons down onto some roofs out of bounds. Tom just did not have any chance to take the dropper out of the bag to toss it and get the birds to the loft. What an awful finish. He had the fly won. The birds had flown 11 hours 10 minutes before being forced down with the sudden heavy rain. After a few minutes in which all present could not help but show their disappointment at such bad luck with suitable adjectives, Tom who had not said a word, laughed, and said "That is Tippler Flying." However, we all agreed that under the circumstances the little pigeons had done well even though it was considered that as a kit they were now finished. Our final results were: 1, Tom Lewis (three birds) 10 hrs. 23 mins. Disqualified: Tom Lloyd, five birds washed down after 11 hrs. 10 mins.

We have noticed that Mr. Loach has been writing again about the N.T.U. rules. My own opinion regarding the rules is that in some cases birds can be actually flying and seen to be flying and yet they are given no time because a rule is worded in such a way that the birds are disqualified. One example is which lights have been put on during dark flying as mentioned by Mr. Loach and the fancier takes more than the allowed hour to get the last bird down even though it can be seen to be flying. All who have witnessed pigeons flying into dark will know that there is a period of time when you cannot see the birds at all unless you are surrounded by artificial lighting. I refer to the deep twilight period, the in between twilight and real black dark. A dark flier who has a referee that has not known this could be jostled into putting out his droppers and/or lights on. There are also times when Tipplers can fly to the rules without seemingly to have broken any and yet there

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is definite evidence that the birds have pitched. This fact was told to me by a very good friend and to be frank it seems unbelieveable. However, the same has happened to me. I had a kit of young birds that raked away for long periods. I thought there was a possibility that they'd been down so every time I got them down I'd examine their feet. Always they were clean. One training flight I put up the birds to do seven hours. They had been on a treatment as insurance against coccocidiosis which leaves them rather thirsty. I had forgotten to give them a drink before release. Up the birds went high in a straight line almost out of sight. After 1½ hours they came back high and from then on I could see them flying in nice style raking about riding the good winds. When they'd flown 7 hours 5 minutes I dropped, them feeling rather "chuffed" with what I thought was a nice bit of flying. As they came on the loft top I saw that their feet were caked in mud. They'd flown to the rules and yet they'd not flown the time. I think that what we have got to have is a set of suitable rules to cover the intentions that the birds have got to be seen to have flown the time stated. We know that we cannot actually see the birds all the time because of raking etc., yet we know when they have flown. There are signs obvious to experienced fliers, or those that are observant. What we have got to realise is that our rules were made by men who in good faith applied their experiences of flying the types of Tippler flown in their times. One such rule is that of the split kit. It is noticeable, however, that it only applies in the dark. Another rule is the fetching of birds from where they had pitched in bounds. Surely that does not apply today? If it does, it would surely only be applied in the dark. There is a saying in the Army that goes. Rules are the laws for idiots but only for the guidance of wise men. We cannot make rules that will ascertain the integrity and experience of a referee, this we have got to acknowledge. Therefore we should not try to do this by having complicated rules trying to cover every minor details. A simple rule is hard to break or avoid. The more complicated it becomes, the more it leaves uncovered. Also the more we try to cover each detail, the more the effort will be given to finding a way to finding loopholes. On the other hand, let us not have rules that disqualifies honest flying kits because of a technicality of wording. If the birds have flown the time stated on the time sheet without having stopped flying from time of release until the time they are dropped, then they should be allowed their time. Incidentally, can anyone advise me where it is clearly written in the rules that the time given as flown is from time of release until lights or droppers are put out even though the birds may still be flying. One rule states that time on the wing only to count. Surely then, the time flown in that case is given as from time of release until time first pigeon pitches. We know that most people take time flown as being from time of release until time droppers are put out or lights put on. However, the rules are not clear on this. It should be noted that taking times does not mean that that is the time the pigeons are given as flown. Time is being taken all the way through the competition. Examples. When birds released. When birds rake away out of sight. When pigeon or pigeons in the team were last seen, etc.

We look forward to seeing what proposals will be made regarding our rules by United Welsh club as written by Tom Shephard. Let's hope that we can replace a wealth of words by simple easy to understand wording that covers the integrity and honesty of Tippler flying, without us being neither too lax or overcautious.

TOM LEWIS.

THE SOUTHMEAD TIPPLER CLUB

AUGUST 1st YOUNG BIRD FLY

Entries 17. Liberation 5.15 a.m. Record 14-31

With 17 fanciers entered for this fly, a tidy number, we had a varied day's sport.

The weather started off being mild with a steady breeze, this held until six o'clock in the evening when with just three of us left going it turned in nasty with very heavy rain to finish us off.

My birds pitched at home at four minutes past six and this was enough to win as the other two kits flying, Mr. W. Jobbins' and Mr. A. Bayly's birds were washed down and both were disqualified, very hard luck indeed.

Mr. C. Jones and Mr. B. Davis finished 2nd and 3rd and our congratulations to them both, Mr. R. Collingbourne (novice) finished 4th with a creditable fly of 8-58. "Well done to him too."

I make no apologies for changing the subject now to make mention of the fine job Mr. M. Taylor is doing in this his first year as our secretary, he deserves untold praise for the way he has confidently tackled each aspect of this post, may he long remain in this job and best wishes for the future are heartily endorsed by all members of S.T.C. "Well done Mike and thank you."

Result August 1st Y.B. Fly

1, J. Cullen 12 hrs. 49 mins; 2, C. Jones 10-06; 3, B. Davis 9-20; 4, R. Collingbourne (N) 8-58; 5, G. Baker 7-15; 6, J Stephenson (N) 6-35; 7, K. Davis 5-55; 8, F. Brice 5-01; 9, A. Rutter 0-45; 10, T. Moore (N) 0-15. Disqualified for various reasons: W. Jobbins, A. Bayly, W. Parkins, M. Taylor, P. Wilkins, J. Povey.

CLUB FLY HELD 15th AUGUST, 1971

Liberation 6.00 a.m. Entries 19. Record 14-16

The weather all the week leading up to this fly had been very bad, so we were fortunate that it improved enough to give us a fair day's sport once again.

It gives me considerable pleasure to congratulate the winner, Mr. Dennis Morgan "A lovely fly Dennis, well done, they flew very pretty all day."

Also having good flys and deserving of praise is Mr. Ken Davis (Adge) and Mr. M. Taylor, for the remainder of us not so good.

I was myself among the disqualified as were C. Jones and many others.

One unlucky one was Mr. Gordon Horseman who had a bird down early, then having the same bird rejoining the other two and flying right through to eight p.m., very hard luck indeed.

Our novices also had a poor day, but to them I say "Keep trying."

Result

1, D. Morgan 12 hrs. 45 mins.; 2, K. Davis 11-47; 3, M. Taylor 10-45; 4, A. Bayly 8-10; 5, F. Packer (5 birds) 7-15; 6, B. Davis 4-40; 7, J. Povey (N) 2-40; 8, R. Collingbourne (N) 2-30; 9, T. Moore (N) 2-08; 10, F. Brice 2-00; 11, J. Stephenson (N) 1-30. Disqualified various reasons: C. Jones, A. Fields, J. Cullen, G. Horseman, P. Wilkins, W. Jobbins, W. Parkins, D. Brace.

The five bird cup was won by Mr. F. Packer with 26 hrs. 54 mins. Mr. D. Morgan wins the three club fly average cup with 36 hrs. 26 mins

My congratulations to them both.

J. CULLEN, P.R.O.
S.T.C.

5 Burneside Close, Southmead, Bristol.

SPECIAL OFFERS

TIPPLERS, 18 Hour blood, cocks and hens. Also kit of Blue hens flown 18 hours, 10 mins. N.T.U. Long Day 1970. F. Haskins, 1 Cann Lane, North Common, Warmley, Bristol.

REAL Birmingham Rollers. Surplus selected pairs including birds from kit which were fourth in 1970 All England Roller Club Competition. All birds rolling, £5.50 per pair. Young unsexed, unselected, six birds, £5.50. Feeder type, three pairs, £5.50. Carriage paid. Sheehan, 56 Archery Road, London, SE9. Phone after 11.0 a.m. - 2.00 p.m. 01-850-9601.

TWO Black Lahores, including '65 Champion cock; '71 cock 1st Diss; '68 hen 1st Cambridge; '70 hen 1st Birmingham, 1st Cambridge, etc., also 4 pairs Horseman. Sargeant, "The Hollies." Wicken, Ely, Cambs.

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L.F. Black Bald Tumblers £2 pair, carriage 60p. Also Bantam two-compartment show basket, as new, £3, carriage 80p. Williamson, 11 Alexandra Terrace, Ayr, Ayrshire.

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RED Old Dutch Capuchins. Few hens, reasonable price. Corbin, 42 Clarendon Road, High Wycombe.

SPECIAL OFFERS 2p per word per insertion

WANTED

WANTED, West of England's, show specimens only, no others considered, full details. Flanagan, 17 Turnpike Road, Aughton, Lancs.

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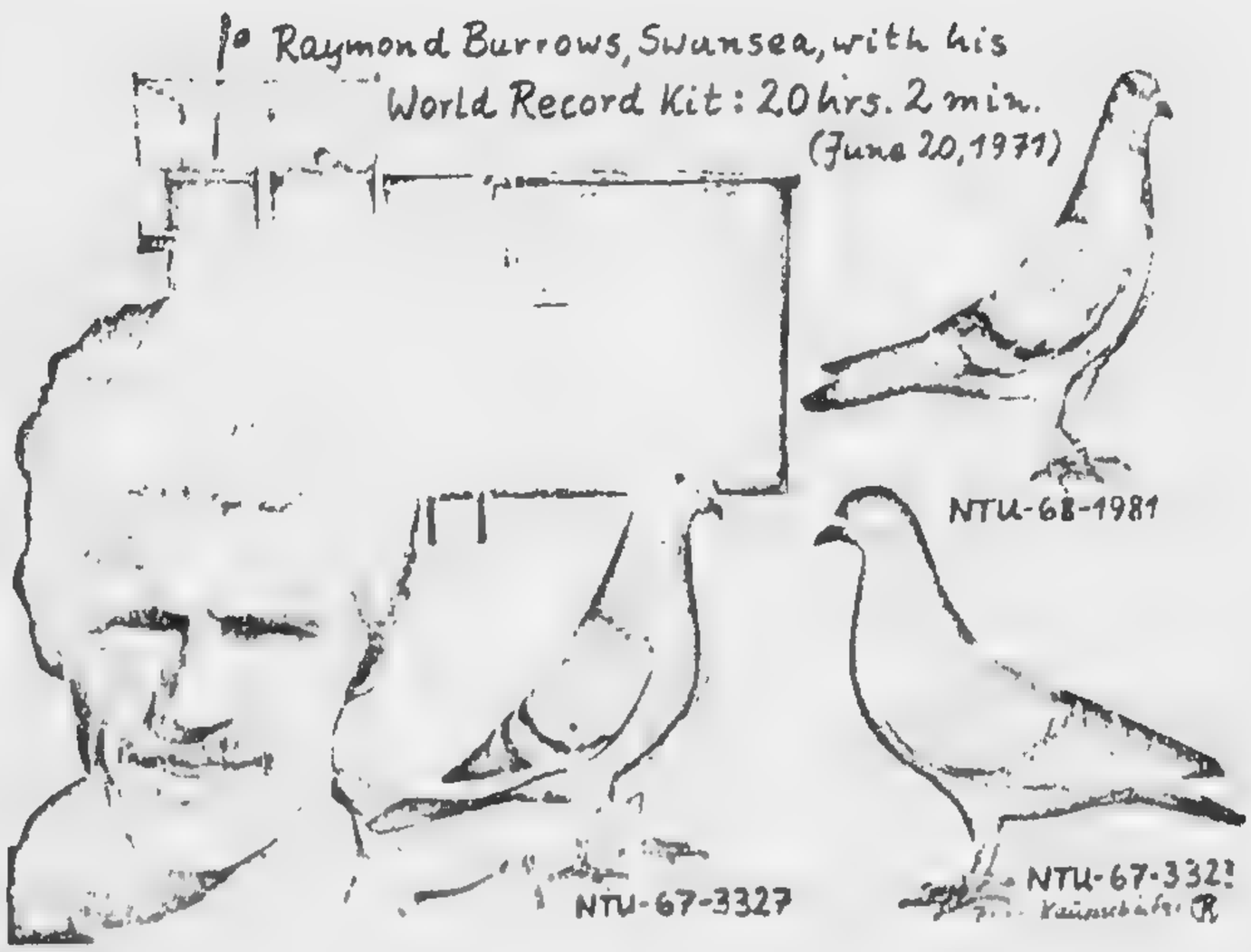
Vol. 21 No. 6 OCTOBER, 1971

PIGEONS AND PIGEON WORLD

Price 17p



WORLD RECORD BREAKERS

Mr. Raymond Burrows of the Llansamlet Tippler Club with his three Flying Tippler cocks, which broke the World Record on 20th June, 1971.
(Photograph by H. H. Kaupschaefer, Dorsten, West Germany)

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FLYING TIPPLER TOPICS

26.

NOW that the breeding and flying seasons are both finalised for yet another year, we can look back and ponder upon our successes and failures, and even set our target for 1972. It is certain that we shall make the same errors again, but we hope perhaps not to make so many for at least we shall have benefitted from one more year's experience. But how many fanciers will have stored up such knowledge, and made the resolution to put right the things that went wrong in 1971?

Those fanciers that do take a little time to think about this, will surely take another step up he ladder which will lead to more proficiency and better flying times

I believe that now is the time to prepare to breed good youngsters for the coming season. The health and quality of those forthcoming youngsters is to be decided now, by the way in which your stock birds are treated during this winter.

There are many essential items to be attended to, and they cannot all be listed as a whole book would have to be printed to say the least.

I have found through years of experience in which I have tried and failed many times that the most essential items are as follows:—

1. Have as much air blowing through your loft as practicable, with precautions taken to keep the loft dry, and stop the rain from blowing in. To give you an example, I have four gaps running the whole length of my loft at the rear, positioned at equal spaces apart. I have two gaps at each end approximately 3 feet x 4 feet. The whole of the front of the loft is louvred, including the doors. I have found since giving the birds the maximum fresh air, summer and winter, that their health has improved, and that their feathering has become excellent.

It is a few years since I opened up my loft to the four winds, and I find that the birds have gradually improved. For those who say otherwise, one must sum up the facts. I have flown 112 hrs. 41 mins in seven National competitions this year, which is over 16 hrs. average time for each competition (this includes the competition on June 6th when I was disqualified as I failed to get one bird in the time allowed). However, perhaps you will agree that there is an argument for giving the birds the maximum fresh air. Incidentally I can honestly say that the youngsters bred this year have been as strong and well feathered as any I have ever bred.

2. Have at least one inch of washed sand upon the loft floor at all times. The droppings can be raked up, and the sand riddled periodically.

3. Use a mixture of good clean dry food. Do not use new or immatured corn under any circumstances. Always feed the birds in a hopper or small pot or vessel, and never put or leave corn on a dirty floor. Give fresh drinking water at least once a day, and make sure the containers are clean.

4. Do not keep a loft of lousy birds. Clean them properly with spray or anti mite powder, and then ensure that they keep clean by giving them a frequent bath, with a little permanganate of potash, and salt added to the water.

5. Do not keep more birds than necessary, dispose of surplus ones now.

6. Many fanciers, after trying for a few years, come to the conclusion that their birds are not good enough but in most cases, the birds are

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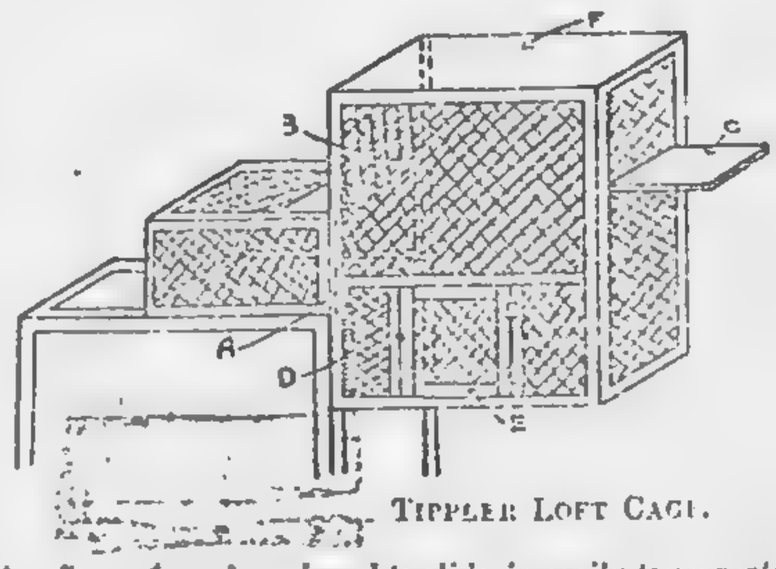
much better than given credit for, and it is usually the trainer who is letting the birds down by feeding them on bad food, keeping them in a bad loft, and then expecting them to fly 19 hours without training. If, however, you have given your birds every chance and you are still not satisfied, there are two choices open; either get rid of the lot and start again, or purchase from a reliable consistant fancier one or two proved birds to improve your stock. The question then arises, are you gaining to be "PENNY WISE AND POUND FOOLISH," by begging your new stock or are you going to buy a few birds which will last you for years. A bird of which you can boast that all your stock is related, after two or three years of inbreeding. If you are not prepared to pay a reasonable sum to obtain a bird which may have taken a lifetime to produce and you accept new stock for next to nothing, then you are defeating your own object as the odds are against you having purchased the best birds. You are then back in the same position. You will have mediocre stock and then perhaps after another few years you will realise that it would have been cheaper to start off again with the best.

GORDON HUGHES.

27.

LIGHT PRINT FLYING TIPPLER HEN.



TIPPLER LOFT CAGE.

A.—Space for a loose board to slide in easily to separate birds in cage. B.—Bolting wires closed at night in wood slide. C.—Hinged door for "letting out," the birds can then walk out, and, if squeakers, are not frightened. D.—Slide (wood) from loft of cage, size 9 in. by 7 in. E.—Door, wire, front of cage, for cleaning and admission of bath, and thereby prevent a wet house. F.—Top of main cage wood, which is better for "dropping" on than wire.

The Flying Tippler.

For long performance in the high flying line the Tippler pigeon is the pigeon *par excellence*. Sixteen, seventeen and eighteen hours' flying at one flight is the time flown in the various competitions.

The Macclesfield type of Tippler exists in such colours as "mottles," "greaseys," "bronzes" and various "prints." The Sheffield type is found in such colours as "blues," "greys," "reds" and various assorted spangling; the Leicester type in "greaseys" and "greys," with "prints" also conspicuous. In action of flight they differ somewhat—these three leading types—the Sheffield Tippler resembling the Flying Tumbler and the Leicester a stronger type.

The secret of success with the Tippler is careful management and feeding. Barley is the staple food upon which Tippler fanciers feed their favourites. "Droppers" are commonly used to induce the flyers to return to their loft, and for this purpose nothing perhaps beats the common white Fantail pigeon, a very conspicuous object to the birds overhead.

A "kit" of Flying Tipplers is usually about three to five birds. Regular readers of [redacted] can note the results of the various competitions, time flown, etc., as they regularly appear under "Tippler Items," in [redacted]. In a like manner the novice can find valuable hints on the variety written by Tippler fanciers themselves.

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NATIONAL TIPPLER UNION OF GREAT BRITAIN CLUB.....

COMPETITORS NAME _____

COMPETITION FLOWN _____

LIBERATION TIME _____

COLOUR	SEX	YEAR	RING	NUMBER

TIME FLOWN. HRS._____ MINS._____

REFEREE._____

OR REFEREES
WHERE REQUIRED _____

REMARKS_____

REASON IF DISQUALIFIED_____

N.T.U. SECRETARY,
A. NEWTON
40 Barkby Thorpe Road
Humberstone Lane,
Leicester
Tel : Leics. 766756

29. 267

NATIONAL TIPPLER UNION OF GREAT BRITAIN

UNITED WELSH
FLYING TIPPLER

Society CLUB. Date _____

Competitor's Name _____

Birds must be liberated punctually at _____ (Summer Time)

Pools _____ Shield Team No: _____

No. of Birds liberated _____

Colour of Bird	Sex	Year	Ring	No. of Ring
1.				
2.				
3.				
4.				
5.				
6.				
7.				

First Birds dropped (or Droppers put out) _____

Time Flown: Hours _____ Minutes _____

Remarks: _____

_____

Referee's Name and Address _____

N.B: Competitors will be disqualified if this sheet does not reach the General Secretary by the WEDNESDAY following date of Competition.

Each item must be properly filled in or Competitor will be disqualified.

All Competitors must be in possession of a Rule Book.

30.

To all American Tippler Fanciers I have for some while been a friend of Ed Young and Bob Ball (Canada) and I have had the honor of being a member of you're club from whom I have regularly received News Letters, there fore, I feel it is time I contributed something. The only way I know is to write an article giving advice based upon the things I have learnt from some famous English Fanciers many of whom are my close friends, and also that have passed on.

Every word uttered by these men was hastily written down in a book that became my "Pigeon Bible" and from it sprang what success I have had with my birds.

I sincerely hope you will accept that I am writing beliefs and idea's that have for me worked out, and I realize many have different ones, so I state only what I believe.

First thing I found out was the need to pick the correct type of flying bird and all from one family. I have tried crosses with a number of different birds of proven quality and none has been any use

My ideal flyer is a medium size, it must be well proportioned i.e. not a deep keel but one that is long, extending well down to the vent. Invariably a deep keel goes away short and the bird appears to be all tail; and will usually fly with a semi fanned tail. I always find them to be out of balance and never breed or keep them. Color is of some importance, in as much as I have always mated a light colored bird to a dark one. This has given me better colors and avoiding any strain on family from going recessive or light colored. As a result, most of my birds are Blue, Blue white flighted and occasionally Print.

So on to training and feeding: I feed in training, a mixture of Barley, wheat and Dari, to old birds the quantities are half barley, one quarter each of the other two. But to young birds I use an even amount of each.

I train my old birds to dark and, allowing for weather, expect about five hours plus. I fly them one day them give them two days in, and so on till one week from the competition. Then I push them into every other day up to the last out which is three days from the fly, and I always salt them a week before and feed a four day feed starting on the evening of their last outing.

I don't think the feed up is as important as many seem to think, provided birds are doing all you ask of them in training them a feed is not a decisive factor.

I will give you some idea of how I feed using a system of the Larger Heavier food being used first and going down to light food on the last night. I also feel timing is important on the last night. I feed about seven hours before liberation.

And now a general four night feed starting Wednesday after flying. First I leave them in clean pens for half an hour to cool down. Then 1 teaspoon full each of Peas (maple vetch) wheat barley and canary seed followed by fresh water. Thursday 1 teaspoonful each Peas vetch wheat mixed seed andand canary seed followed by water plus a few drops of iron tonic. Friday 1 teaspoonful each Peas barley dari millet seed black rape, followed by water plus a few drops of Iron tonic. Saturday (seven hours before liberation) 1 canary, 1 millet, 1 hemp, 1 maize and fresh water. I always leave the water with them on the last night. This allows them the chance to drink on fly morning before going out if wanted.

I must state now that this is how I feed, though I vary it sometimes, I always keep to the peas on the first three nights and lighter food there after.

I usually find the birds leaving a little on the last two nights and this has always proved a good sign, as I have always had a good fly when this has been the case.

Though I never use linseed in my feeds, I give them it once a week (1 teaspoonful) on a night they have been out flying

Now a word on the method I adopt when training to dark. When we arrive at about five or six weeks from the first fly of the year, I single pen the birds and feed only barley, one day cocks the next hens they go in the flight, as evening nears I put out the droppers and turn on the lights, after a couple of hours of this I get them in and feed them.

Then after three weeks of this I start them flying. It is then you must use great care for as the light starts to fade, I put out the droppers and the electric light, Now as time passes, I let them fly just a little later, and at the end of about two weeks they are flying just to dark. Then as the season goes on, they get more and more used to the dark, This I lasten to add is the method I use for yearlings that have never seen the light. I don't bother with training youngsters to lights, but I have friends that have done so successfully.

Once my birds start moulting I stop them flying and allow them nothing but the best food until moulting is complet. We in England never fly the old birds after the end of June until the following March, and again as young ones start body maulting we stop them and give them the best to enable them to develop into strong healthy yearlings.

In 1973, I flew 18-58 with old birds and 13-15 with 5 youngsters. These being my best times for the season. We held six old bird competitions and I flew down into dark on every one of them, so I think my systems are pretty accurate. I do hope this last statement is expected as an illustration and not a little boasting, as I would not wish to give you the wrong impression.

So finally, I say that I sincerely hope I have helped some of you a little, as indeed this was what I set out to do. If any of you wish further explanations, write me and I'll help if I can.

Who knows, maybe one day I shall have the chance to visit you're great Country and fulfill an ambition to meet friends I have already made and some I hope to make.

My best regards to you all,

John Cullen
5 Burneside Close
Southnead Bristol England

FLY YOUR TIPPLERS.

YOU OWE IT TO THEM—

AND TO YOURSELF.

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AMERICAN PIGEON JOURNAL, Volume 60, Number 9, September 1971, "Tippler Special"

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Introduction

This "Tippler Special" was coordinated by Nasser Shirakbari (Fort Smith, AR). This generously-illustrated issue of the **AMERICAN PIGEON JOURNAL** contains dozens of articles about Flying Tipplers. The copy reproduced here is from an original copy in my collection.

S. Robert Powell

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AMERICAN PIGEON JOURNAL

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September 1971 *World Wide Circulation---50c Per Copy* *$4 Per Year*

S. Robert Powell
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Carbondale, PA 18407-9706

Grand Champion Flying Tippler

Dark Print Flying Tippler Cock, Band No. 326-69, Grand Champion Flying Tippler at the 1970 Grand National Show held at St. Paul, Minn. — Owned by Fred Smith, Henderson, Ill.

This Issue Devoted Especially To Tipplers

Devoted to the Raising of Pigeons for Pleasure and Profit

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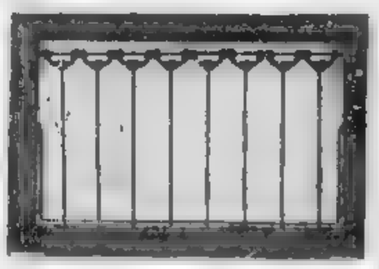

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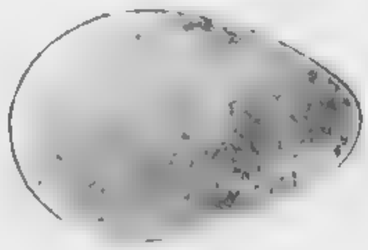

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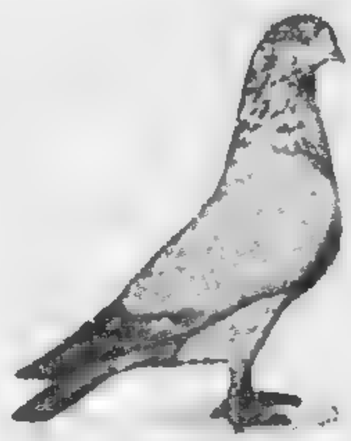

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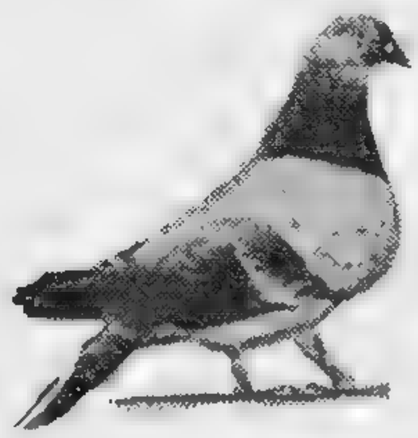

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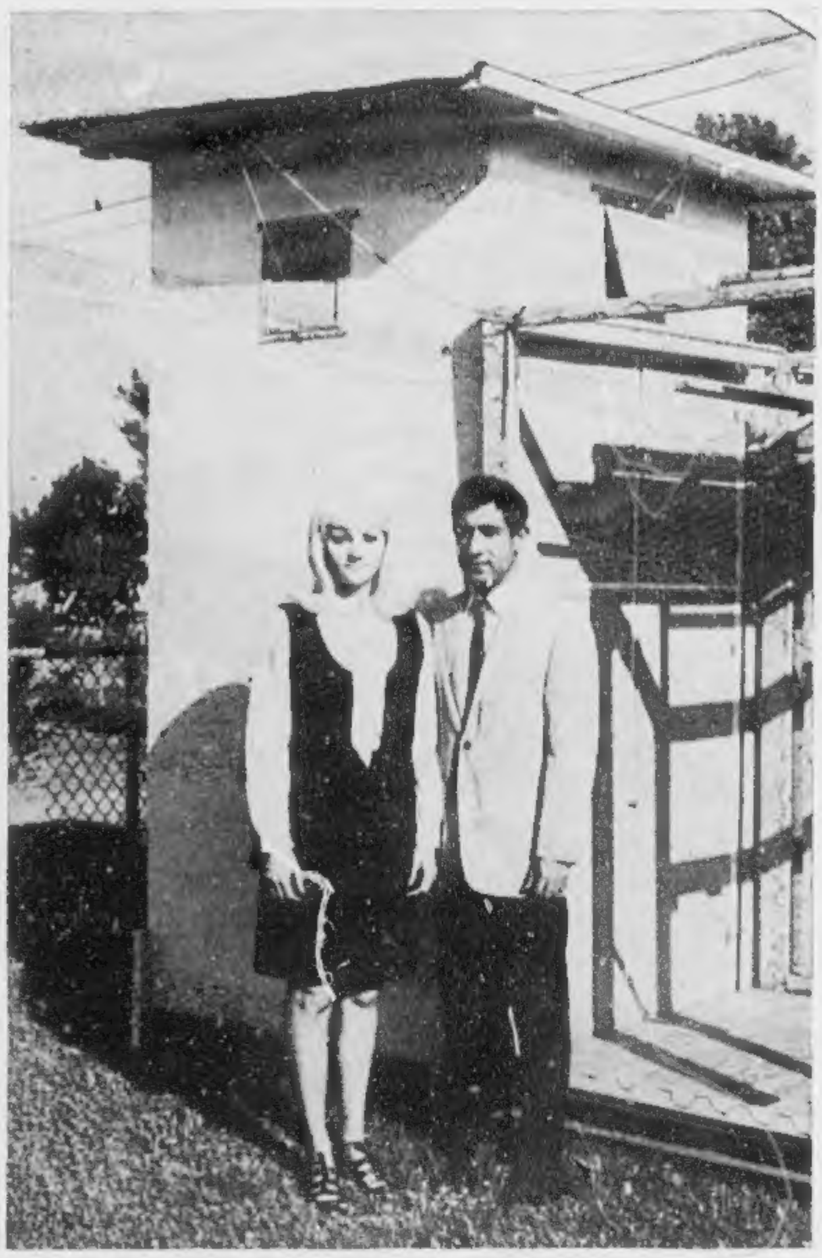

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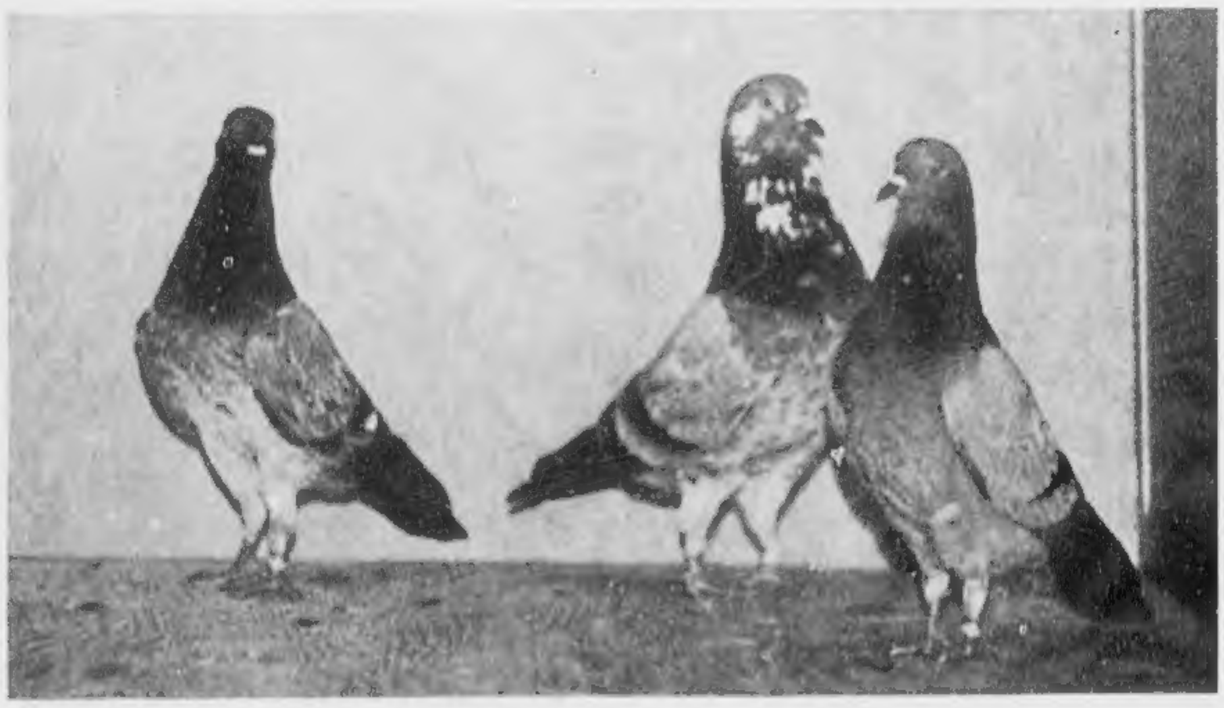

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